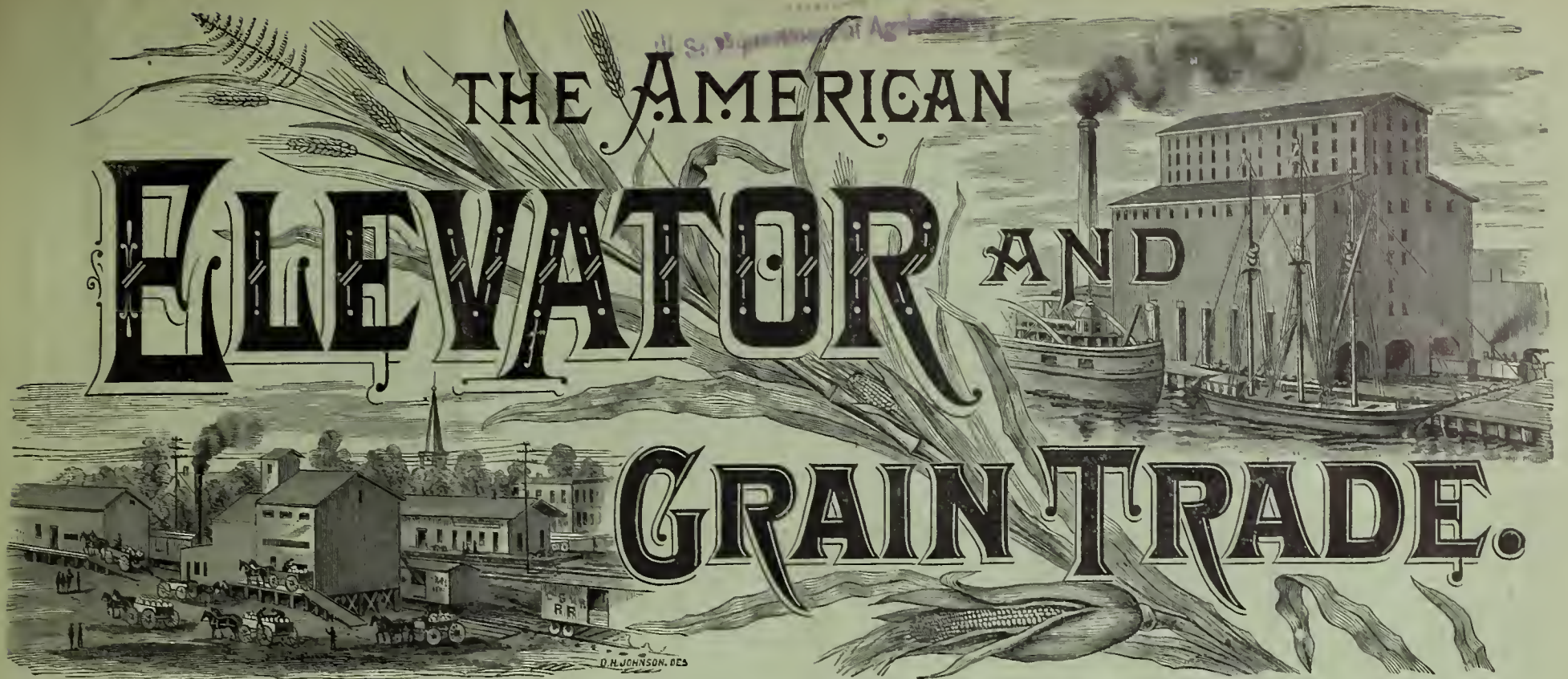


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXV.

CHICAGO, ILLINOIS, APRIL 15, 1907.

No. 10.

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SINGLE COPY, TEN CENTS.

## Our New Steel Shop

THE BEST IN THE WEST  
Is Ready for Business

Spouts, Hoppers, Boots, Steel Elevator Legs,  
Conveyor Boxes, Loading Spouts, Buckets,  
Tanks, Etc.

If you want anything made of  
**STEEL**

Send us your specifications. Our machine shop  
facilities have also been greatly increased.

**Stephens-Adamson Mfg. Co.**

Main Office and Works, AURORA, ILL.

NEW YORK Office, 41 Wall St. CHICAGO Office, First National Bank Bldg.



Specially  
Constructed  
**ELEVATOR  
BELTING**

THE BEST MADE  
ALSO

The Cheapest  
Get Our Prices

THE GUTTA PERCHA  
AND  
RUBBER MFG. CO.

214-226 Randolph St.  
CHICAGO



YOU NEED A

Muir Improved  
**Friction Clutch  
Pulley**

Great power in small space;  
long life; ease of adjustment.  
We carry them in stock and  
guarantee every one. The  
only friction clutch for clip-  
per and cleaner drives, be-  
cause they can be adjusted  
while the shaft is running.

**Skillin & Richards Mfg. Co., Chicago**

We are originators and manufacturers of

**Cold Rolled Spiral Steel Conveyor**

Made interchangeable with other kinds but wears much better. Cold rolled—which means that the steel has not been softened in the furnace and dropped into shape. Costs no more than other kinds.



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**SALEM BUCKETS**  
ARE GOOD ONES

We manufacture in large quan-  
tities, carry all sizes in stock and  
make prices that are hard to beat.  
Send us your next order.



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WE BUILD COMPLETE PLANTS—BUILT 12 PLANTS IN 1905

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Old Colony Bldg.  
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2705 N. Broadway  
St. Louis

This is the season of the year when grain dealers  
are compelled to load old, dilapidated cars with grain

**The Loss by Leakage in Transit  
Each Year is Enormous**

Save your grain and increase your profit by using  
**KENNEDY'S PAPER CAR-LINER.** Cost \$1.30 per car.

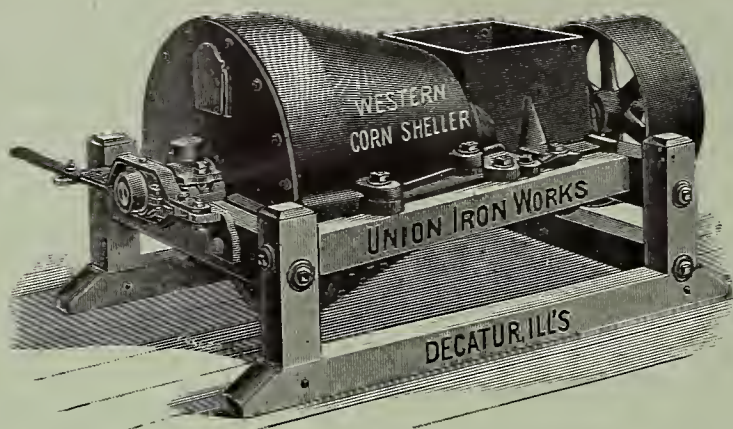
**FRED W. KENNEDY**

SHELBYVILLE,

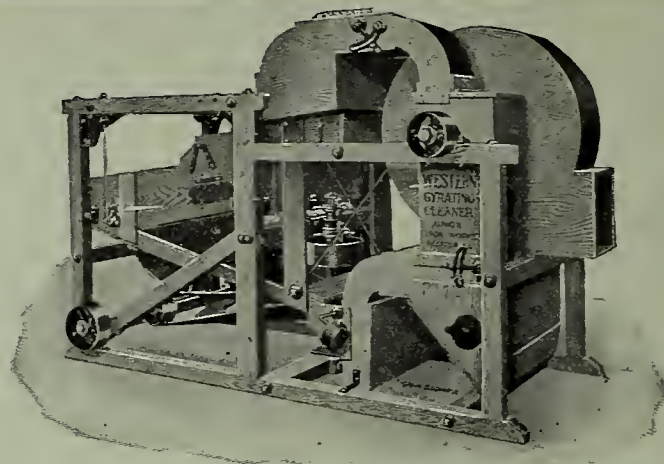
INDIANA



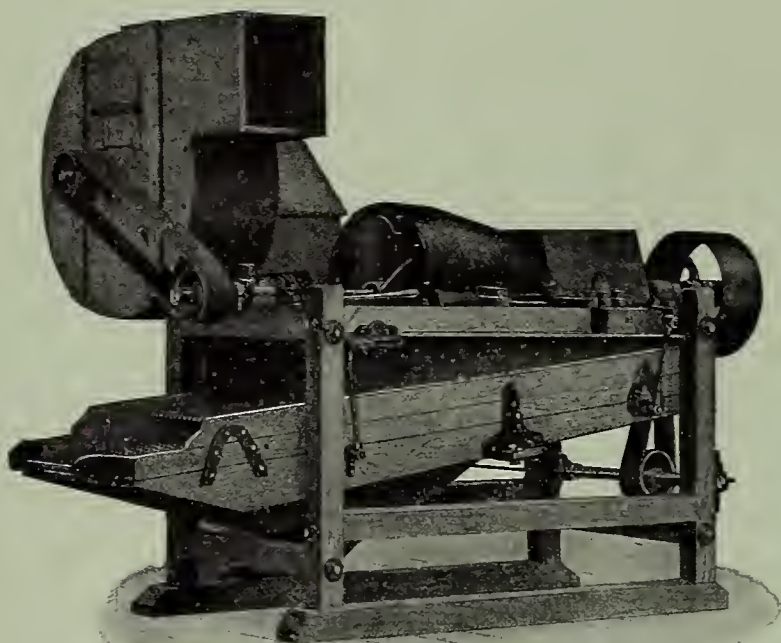
# SEE ——— THE LINE WE MAKE ——— "WESTERN" SHELLERS AND CLEANERS



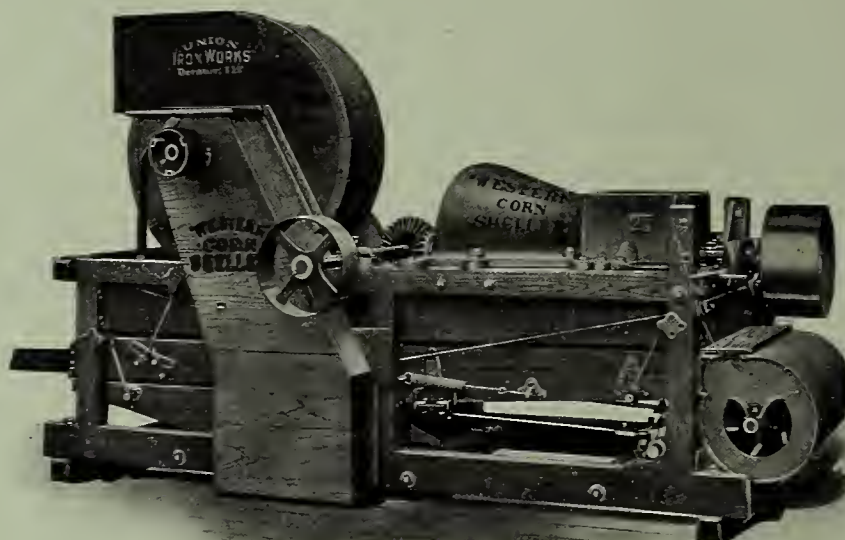
"Western" Warehouse Corn Sheller—With improved adjusting lever. Eleven sizes. Capacities, 125 to 2,500 bu. per hour.



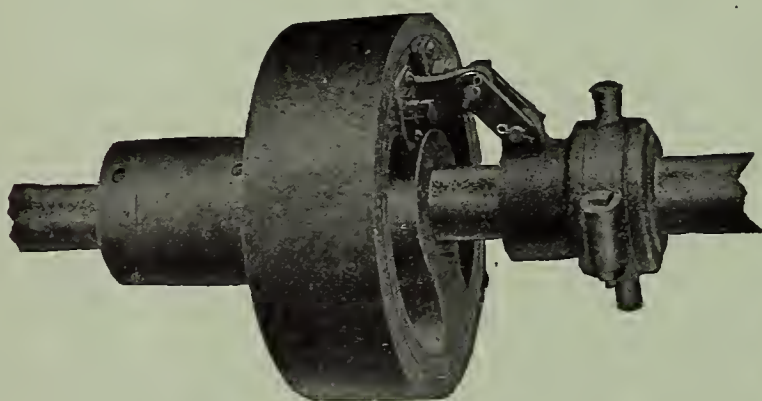
"Western" Gyrating Cleaner (New)  
Eight sizes. Capacities, 200 to 2,500 bu. per hour.



Regular "Western" Warehouse Combined Sheller and Cleaner  
Four sizes. Capacities, 125 to 500 bu. per hour.

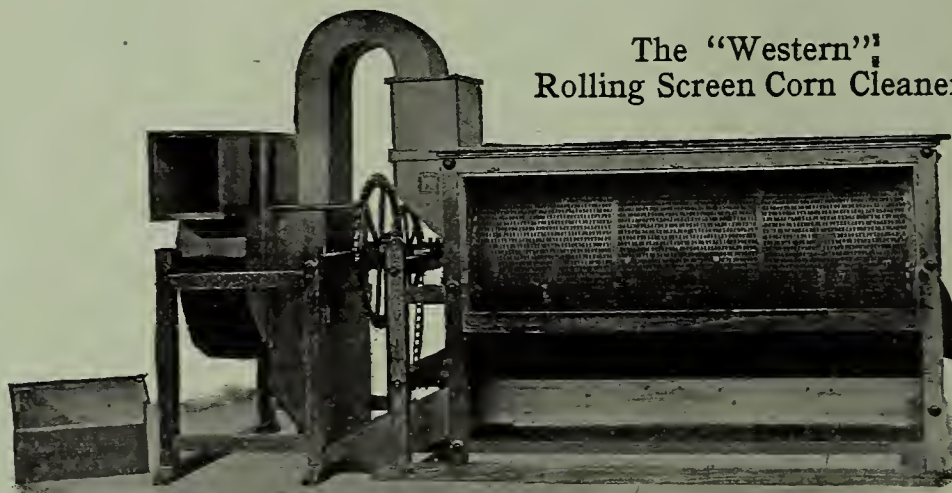


Class "A" "Western" Warehouse Combined Sheller and Cleaner  
Three sizes. Capacities, 400 to 1,500 bu. per hour.



The "Western" Friction Clutch

MOST SIMPLE and BEST clutch made in the world. Made as cut-off coupling or with sleeve for pulleys, sprockets, etc.



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## We Make a Specialty of Elevator Machinery of All Kinds

We also furnish plans and specifications for elevators, in which work we have had many years' experience that will be valuable to our customers. Write for catalogue and discounts.

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WE MAKE 150 styles and sizes of Shellers.  
DON'T YOU THINK we have what you need?



### NEW PROCESS CORN SHELLERS

for Grain Elevators and Mills are made either with or without Cleaning Apparatus; with or without Feeder, Extension Drag-feeder, Shelled Corn Elevator, Cob-Carrier or Shuck Separator.

THEY REQUIRE LESS SPACE AND POWER

according to capacity, crack less corn, break cobs less, waste less corn, clean the corn more perfectly, clean the cobs in more merchantable condition for fuel, than any other Cylinder Shellers in the world. What do you think? Is it not money to you?

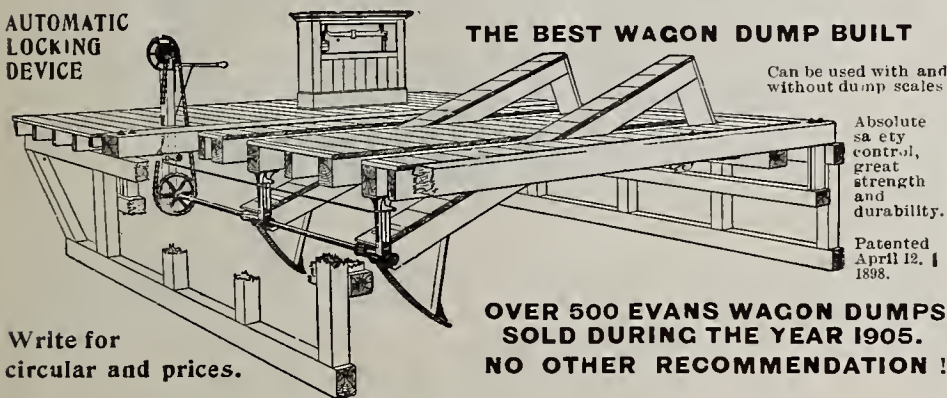
MACHINERY AND SUPPLIES of Every Kind For the Grain Man

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AUTOMATIC  
LOCKING  
DEVICE



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THE BEST WAGON DUMP BUILT

Can be used with and  
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Absolute  
safety  
control,  
great  
strength  
and  
durability.

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April 12, 1898.

OVER 500 EVANS WAGON DUMPS  
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The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels' capacity and up.

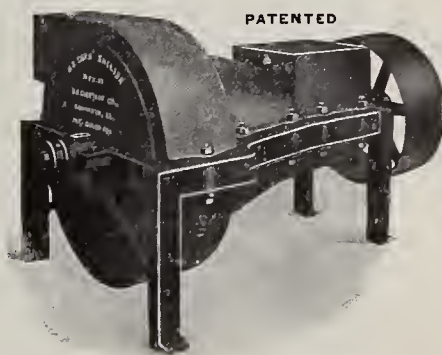
"Ellis Grain Drier"

ELLIS DRIER CO.

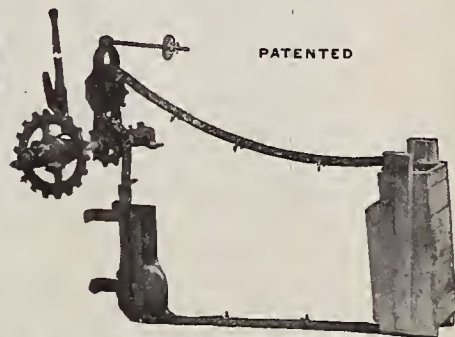
715-719 Postal Telegraph Bldg.

Chicago

## THE BEST IS THE CHEAPEST



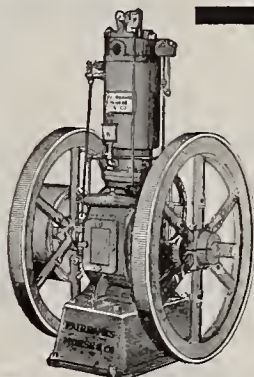
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B. S. C. Chain Feeder and Conveyor

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Complete Elevator Equipments

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GAS, GASOLINE, KEROSENE  
OR ALCOHOL ENGINES

Are the cheapest and most reliable power for elevator or mill. By using them one man can often run the whole elevator. Ask for catalog No. EV 544.

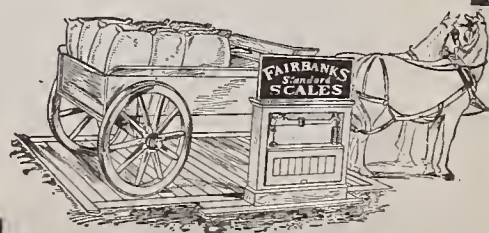
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AUTOMATIC SCALES  
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**W**E have an important word for you, Mr. Dealer, on the subject of Grain Handling Machinery. You are about to build and want an outfit that is reasonable in price, of modern pattern and honestly made so as to give the best service.

That is precisely along the lines on which our machinery is built. Our goods are standard, and we can refer to a large number of satisfied customers. Get your order in early and there will be no delay in shipment.

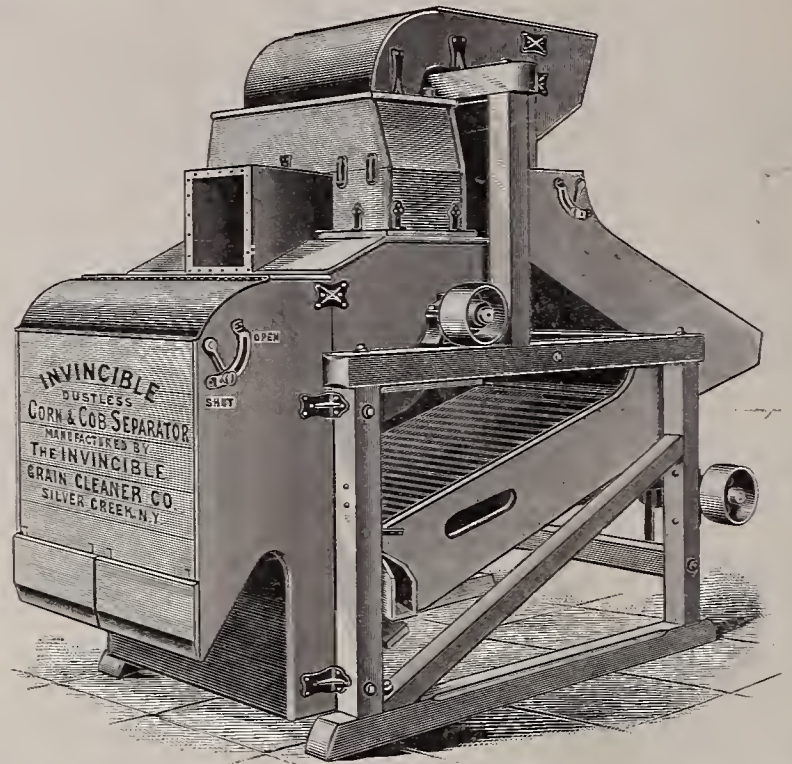
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## CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.

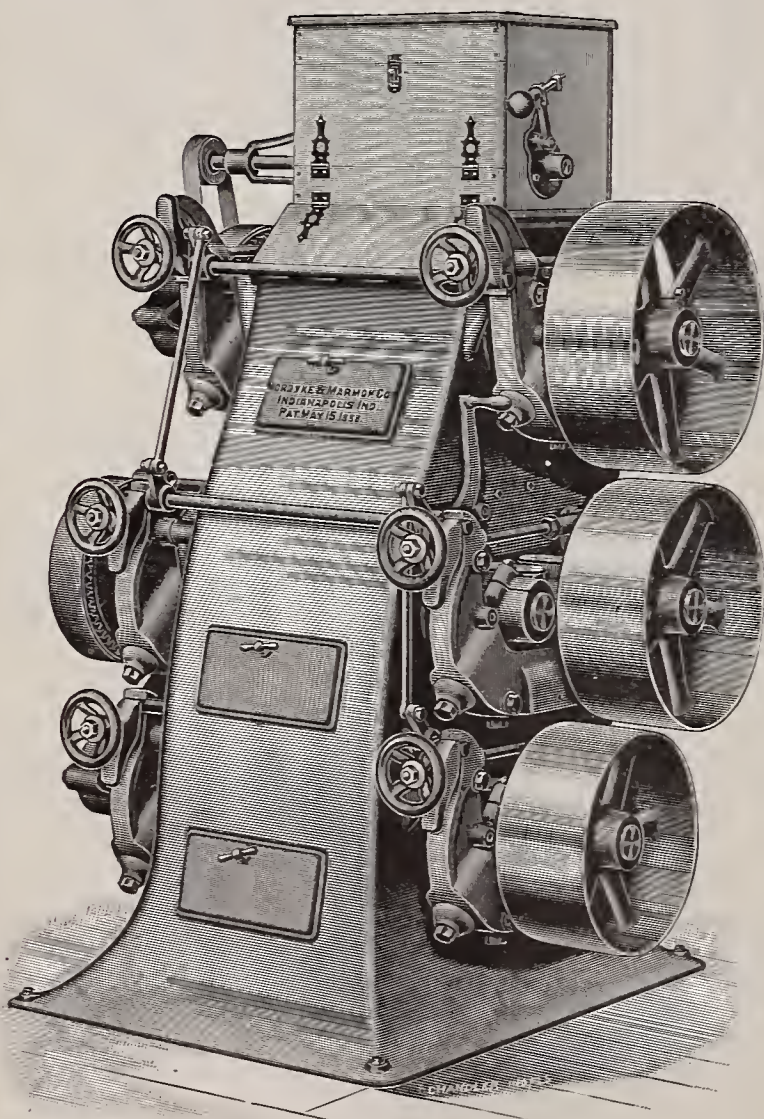


## INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y., U. S. A.

REPRESENTED BY

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Edward A. Ordway, 225 Exchange Bldg., Kansas City, Mo.  
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Portland Iron Works, Portland, Ore.



The N. & M. Co.

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The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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America's Leading Flour Mill Builders

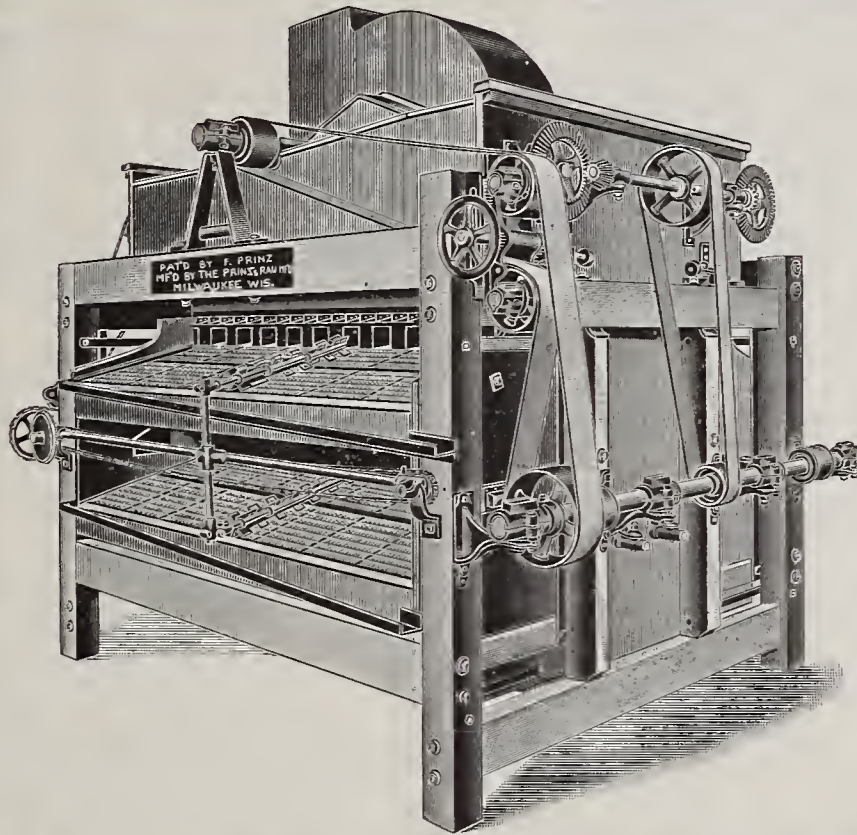
Established 1851

INDIANAPOLIS, IND.



# THE BEST ELEVATOR SEPARATOR

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Write  
for Prices  
and  
Capacities  
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Full  
Particulars  
for the  
Asking  
—○—

## THE PRINZ IMPROVED AUTO- MATIC SEPARATOR

¶ This machine has more special features to recommend it than any other separator on the market. It is the best separator for wheat, oats or barley.

¶ In the first place it is designed along scientific principles and then is constructed from the best of material, by expert mechanics.

¶ The grain is distributed evenly the full width of sieve by a roll feeder controlled by a sensitive feed-gate. The sieves are kept clean by the patented sieve cleaner, which works on top of the sieves. The fine seeds are taken out at the head of each sieve, because of the wide sieve and short travel. The large, slow running fans make perfect air separations. The perforations in the sheet steel sieves do not increase in size by wearing, as they do in zinc-covered sieves.

¶ These, and other features, make it the machine to buy. Let us hear from you.

**The Prinz & Rau Manufacturing Co.**  
MILWAUKEE, WISCONSIN





## Improved Belt Conveyor

Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies.

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Conveying by a belt and conveying by language in small space, arguments in favor of the best belt—LEVIATHAN—are two different things. Conveying of any material by a LEVIATHAN BELT is easy—neither water, steam nor gases affect it—it runs true and stretches little and that evenly and it runs slack with full power.

The Main Belting Co. of Philadelphia has a letter from your chief competitor telling of his opinion. Better get up-to-date. C. C. T.

## A COMPLETE LIST of Grain Elevators and Grain Storage Warehouses

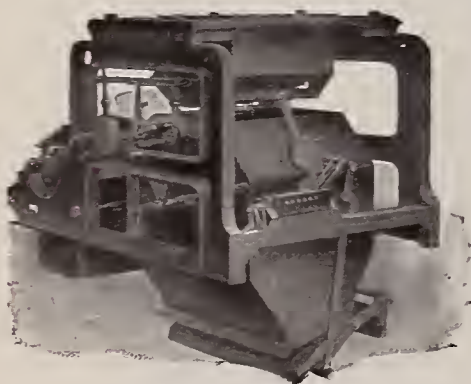
IN CHICAGO AND COOK COUNTY

with notes of their construction, terminal facilities, etc., for use of railroads, commission men, insurance companies and others. Compiled and published by the "American Elevator and Grain Trade." Price 25 cents.

For Sale by MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill

## ONE MOMENT

Has it ever occurred to you that unless you are weighing automatically you are losing money every hour?



ELEVATOR SCALE

### RICHARDSON'S AUTOMATIC SCALES

Are the outcome of  
15 Years'  
Practical Experience

Recognized as the Best by hundreds of the leading grain dealers of the country.

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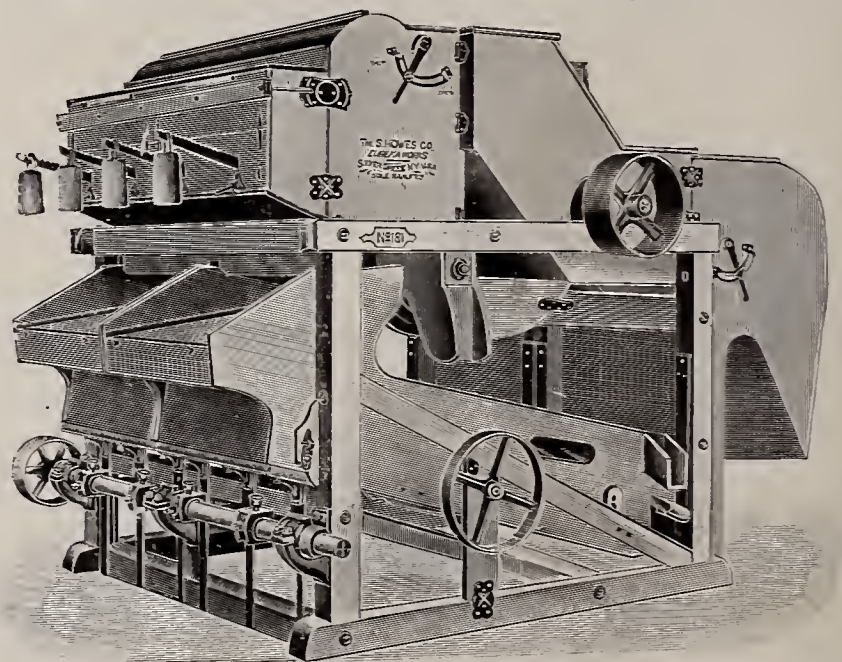
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MINNEAPOLIS



## THE "Eureka" Counterbalanced Elevator Cleaner



WITH AUTOMATIC SIEVE CLEANERS.  
NO VIBRATION. LARGE CAPACITY. CLOSE SEPARATIONS.  
SELF-OILING BEARINGS. NO ATTENTION REQUIRED.



We supply every requirement in the grain cleaner line with the highest grade machines. Correspondence solicited.

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Represented by

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# WILLFORD'S THREE-ROLLER FEED MILL

Light running, strong and durable.

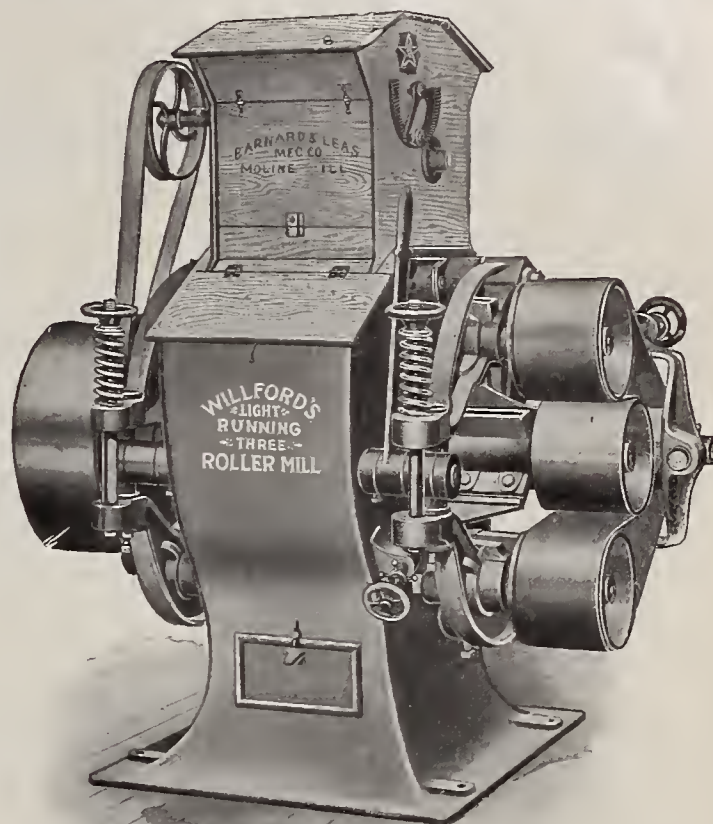
Easy to operate.

Has large capacity and is always reliable.

Where medium fine grinding with large capacity is desired, this machine will meet all requirements.

We also make Barnard's Two and Three Pair High Feed Mills, and furnish everything needed in elevator supplies.

We make Separators for all purposes and a complete line of Corn Shellers and Cleaners.



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**BARNARD & LEAS MFG. CO., Moline, Ill.**

## WHAT YOU NEED

In Elevator Machinery and Supplies may be had on short notice, at any time, by sending your orders to us. We have the big assortments, our goods are always of the best obtainable quality and our prices as low as consistent with such quality.

We have the finest equipment in the country for doing

### Roll Corrugating and Grinding

Try us once and learn what perfect work is like. Write for our Catalog and Prices.

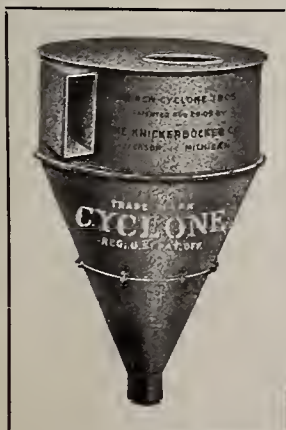
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Formerly Strong & Northway Mfg. Co.

N. W. Agents: Richardson Automatic Scale Co., The Invincible Grain Cleaner Co., Alsop Process Co., Dufour Bolting Cloth Co., and Knickerbocker Dust Collectors.

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## YOUR FANS



WILL CONSUME FIFTY  
PER CENT LESS POWER  
IF CONNECTED WITH

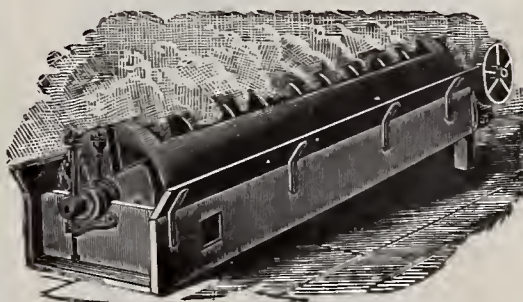
"THE NEW CYCLONE

1905"

THE KNICKERBOCKER CO.  
JACKSON, MICHIGAN

SEE THAT YOUR  
CONTRACTS CALL FOR

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**CUTLER  
STEAM  
DRYER**

SOLD BY ALL MILL FURNISHERS

Not an Experiment. In successful use 25 years drying

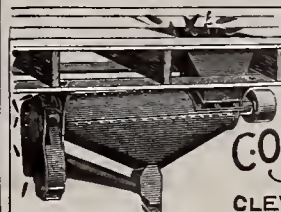
CORN MEAL AND HOMINY,  
BREWERS' GRITS AND MEAL,  
BUCKWHEAT, RICE AND  
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE, CLAY AND ORES

Automatic in operation, requiring no attention. Double  
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THE CUTLER CO., North Wilbraham, Mass.  
CATALOG ON REQUEST.

**\$2.50** American Miller  
AND  
American Elevator  
and Grain Trade  
FOR ONE YEAR



TRIUMPH  
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CORN SHELLER  
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## BE SURE

To equip your Grain Elevator  
Building with our light self-  
lifting passenger lifts.  
Strong and substantially  
made.

INEXPENSIVE, QUICK

No more work climbing  
stairs. Cost no more than  
stairways and take up one-  
quarter the room.

Correspondence Invited.



SIDNEY ELEVATOR MFG. CO.  
Sole Manufacturers SIDNEY, OHIO



# HESS DRIERS

## ARE USED EVERYWHERE

Large ones for terminal and export elevators. Carload-a-day driers for mills and country elevators. Quick shipment. Ask us about them.

### HESS WARMING & VENTILATING CO.

710 Tacoma Building

CHICAGO

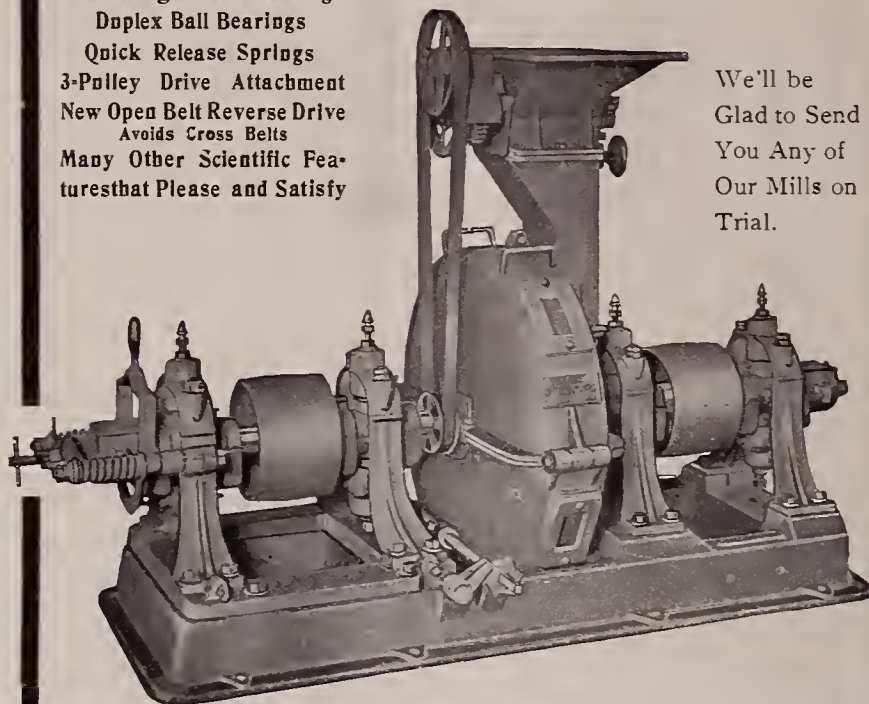
# SCIENTIFIC

## ATTRITION MILLS

GRIND FOR  
PROFIT

Exclusive Features  
Interchangeable Bearings  
Duplex Ball Bearings  
Quick Release Springs  
3-Pulley Drive Attachment  
New Open Belt Reverse Drive  
Avoids Cross Belts  
Many Other Scientific Features that Please and Satisfy

We'll be  
Glad to Send  
You Any of  
Our Mills on  
Trial.



A Live Member of That Vigorous "Best on Earth" Family

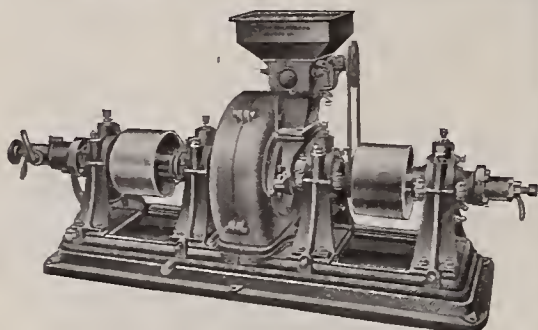
Grinds Ear Corn, Chop Feed, Bran, Offal and all  
Small Grains, Cracks Corn.

Fast, Fine Grinding

**THE FOOS MFG. CO.**  
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are enabling hundreds of progressive elevator men to get their share of a very profitable feed grinding business. Why not you?

There is no other way in which you can utilize your surplus power to such advantage. Feed grinding is a legitimate side line to the elevator business, and if you have the RIGHT KIND OF MACHINE it is a decidedly interesting one. The Monarch way of grinding feed is the right way because it satisfies the consumer and makes a profit for the miller. You can grind any feed material with a Monarch.

### OUR CATALOGUE

will tell you why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills. This catalogue is free; write for it.

Mention amount and kind of power you  
expect to use for operating a mill

## SPROUT, WALDRON & CO.

Northwestern Branch:  
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## Choke - downs, Long Delays, Losses Eliminated

With the use of the

## Anti-Choke-Alarm or Alarm Machine



Every grain elevator owner knows that if elevator legs would not choke down the operating expenses would be materially cheapened and the working capacity of the plant increased.

Watching legs takes some of the time of employees.

Interruptions from other work to inspect them at frequent intervals take some of their time.

Digging out boots and starting choked legs takes some of their time as well as that of the plant.

Replacing smashed cups and burnt and mutilated belts takes some of the time of employees and plant, as well as the cash of owners.

Often a choked leg creates a fire in the head which takes the entire elevator.

The Anti-Choke-Alarm Machine regulates and controls the treacherous Elevator leg, thus doing away with watching it as well as all expense incident to choking.

The Anti-Choke-Alarm Machine Attached to a 40-inch Leg.

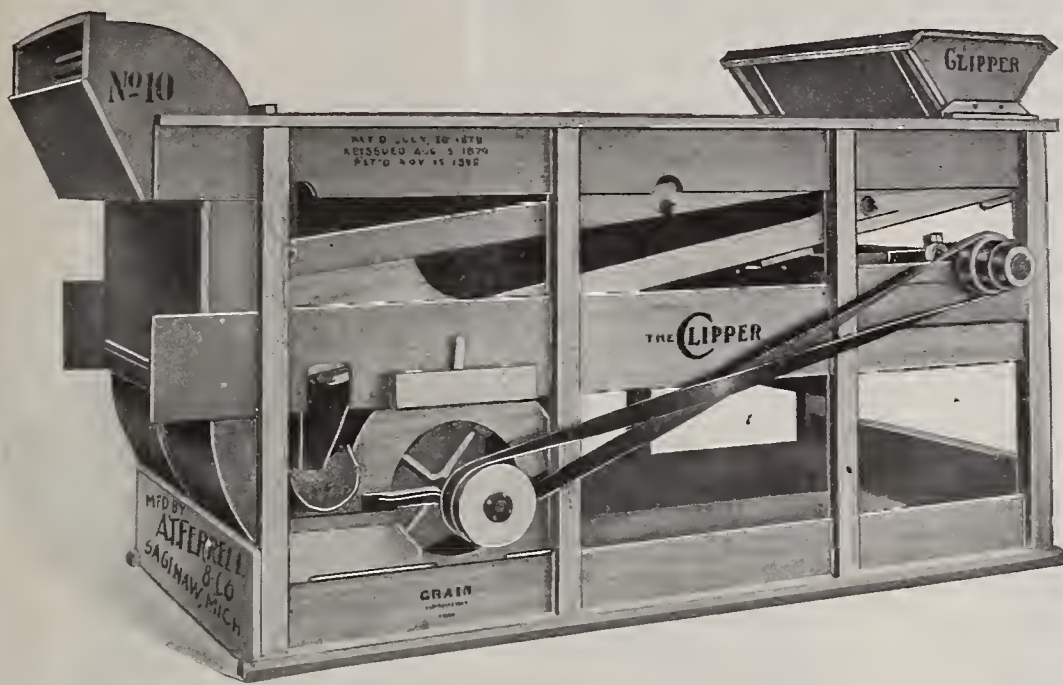
MACHINES SOLD ON APPROVAL OR SENT ON THIRTY DAYS' FREE TRIAL.

## CENTRAL MACHINE WORKS CO.

MINNEAPOLIS, MINN.



# Grain and Flax Cleaners

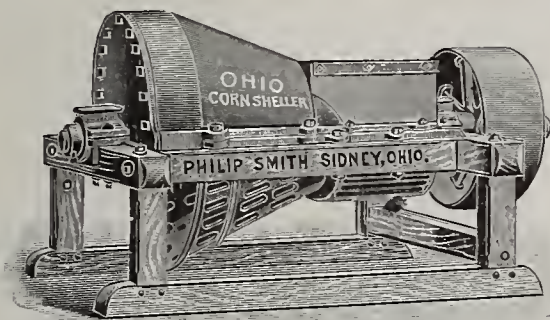


For cleaning Northwestern Grain and Flax, the CLIPPER CLEANERS have no equal. The Nos. 9, 10 and 77 are especially well adapted to this work. They are strongly built, easily installed, simple in operation and very light running. Either of the above machines can be operated with not to exceed 2 to 3 h. p. on grain or flax. A 5 h. p. or 6 h. p. gasoline engine will run one of these cleaners and two small stands of elevator legs. This makes your fuel bill very low and at the same time you secure as good results as would be possible with an outfit costing several times as much money. There are more of our Cleaners used in

local elevators in Minnesota and the Dakotas than of all other makes of cleaners together.

We guarantee our machines to be first class in every respect, to be well made and to give entire satisfaction. They are shipped on 30 days' trial. Catalog and full particulars upon request.

## A. T. FERRELL & CO., Saginaw, W.S., Mich.



### Corn Shellers

### Corn Cleaners

### Drags, Dumps, Etc.

When you want any machinery  
or supplies for your elevator,  
write us for prices :: :: ::

## THE PHILIP SMITH CO.

SIDNEY, OHIO

## THE WEST LEADS IN EVERYTHING

Western people are continually working to make things "just a little bit better." They hustle day in and day out, keeping their business methods strictly up to date. That's why they keep ahead.

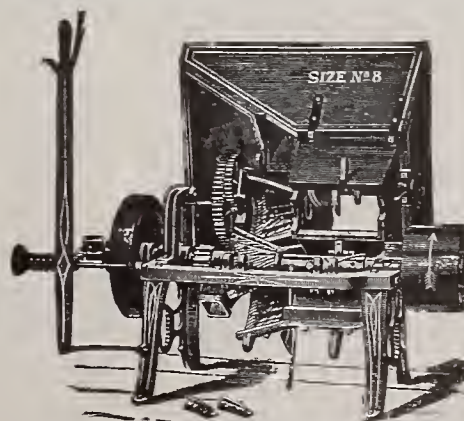
For more than thirty years it has been our policy to build and equip grain elevators, "a whole lot better" than the other fellow, and we have done it. That's why we have so many satisfied patrons. Are you one? If not, get in line to-day by sending us your specifications.

### GREAT WESTERN MFG. CO.

LEAVENWORTH, KANSAS

## Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES: 2 to 25 H. P.

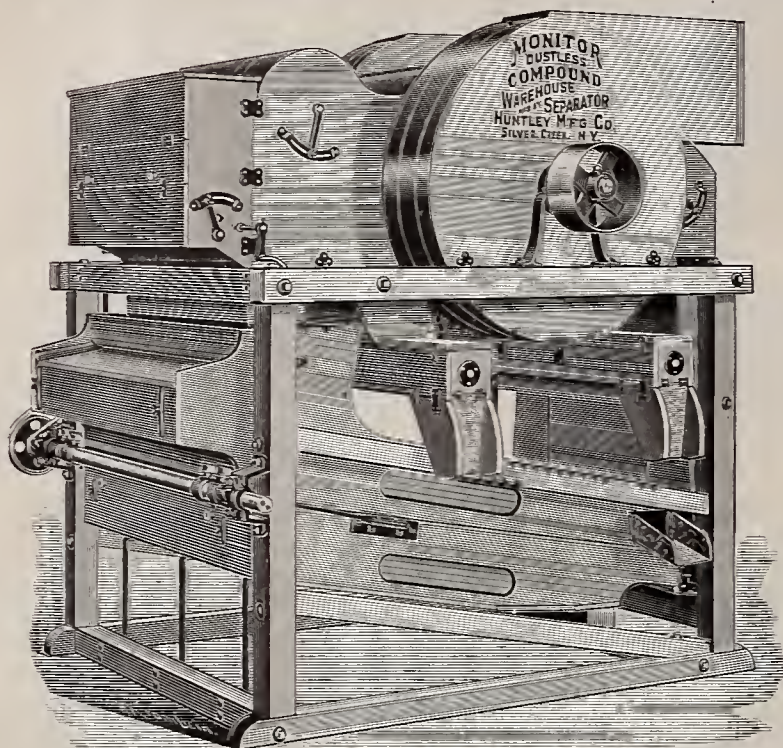
Circular sent for the asking.

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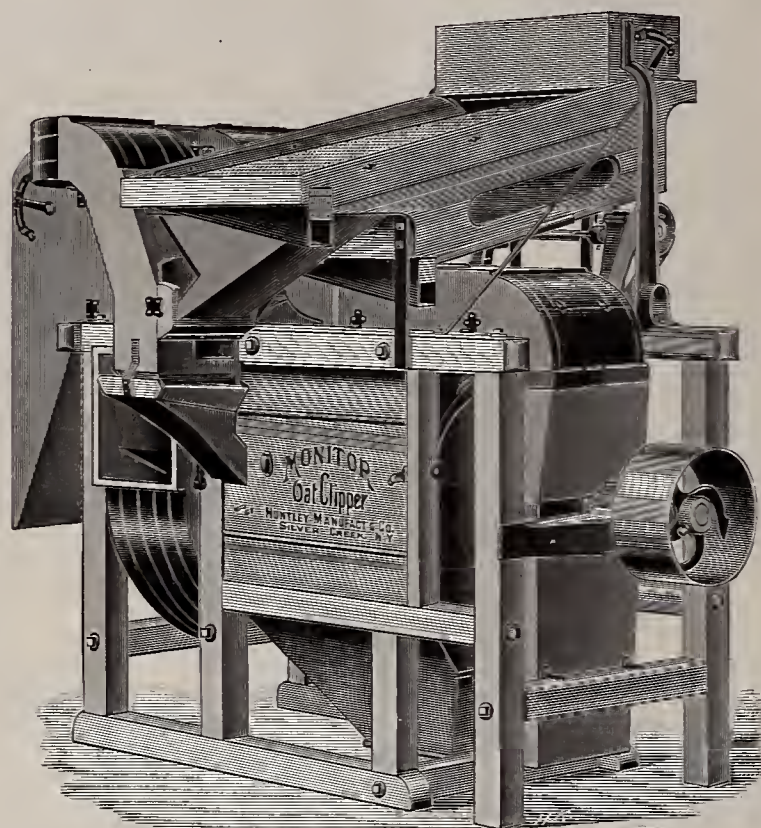
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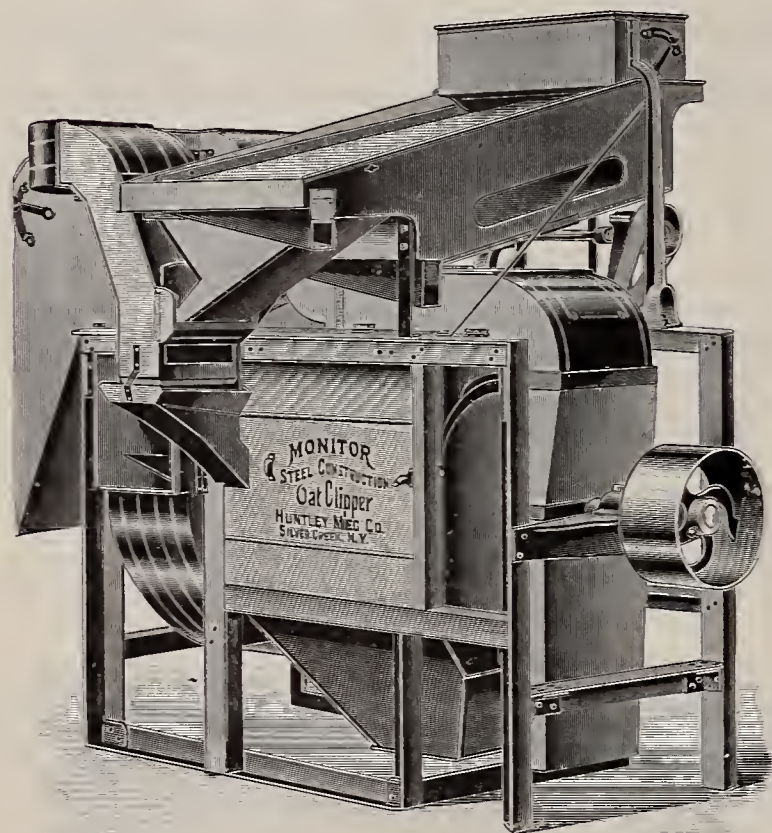
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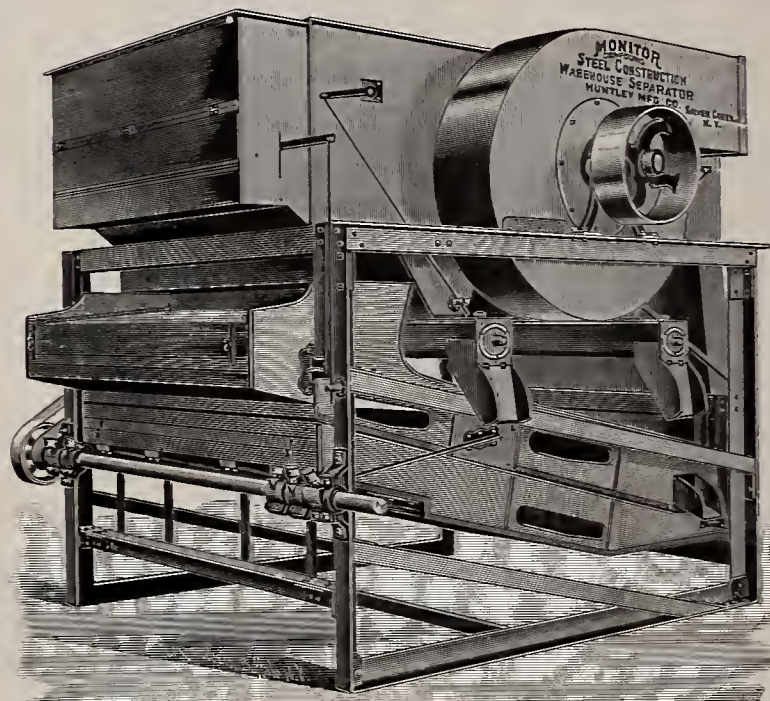
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[For the "American Elevator and Grain Trade."]  
**THE CONCRETE ELEVATOR AT  
GODERICH, ONT.**

The illustration herewith represents the new 500,000-bushel concrete elevator recently erected at Goderich, Ontario, for the Goderich Elevator & Transit Company, Ltd. The house was opened during last November and was filled with wheat for winter storage before the closing of navigation.

This building, which is constructed of concrete from the top of the foundation piling to the top of the cupola walls, represents the very latest and one of the most important advances made in the rapid development of the fireproof grain elevator. The persistent demand of recent years for absolute security against fire and damage to grain while in storage has had the effect of bringing into prominence all classes of fireproof materials and to bring them extensively into use in the construction of grain elevators. Steel, tile, brick and concrete have

all had the test of time and experience; all have met with much success and some failure. Experience, however, has demonstrated that concrete has come to have many supporters and advocates as the preferable material for grain elevator construction, for three reasons: First, it is a safe and reliable retainer and all kinds of grain will keep to their grade, and are often improved by storage in concrete bins; second, it offers the greatest and most stubborn resistance to fire and retains its strength when subjected to intense heat; and, third, it is the cheapest, most durable and most applicable fireproof material we have. The value of concrete for fire-

proof elevator construction has long been fully appreciated by elevator architects and builders; but owing to an unwarranted anxiety concerning its security when subjected to severe strain, its use has been almost entirely confined to foundation work and to circular storage tanks. The Goderich Elevator, however, amply demonstrates

the long cupola above, in which were located the scales, garners, elevator heads and spouting, with cleaning machinery on the lower floor and railway tracks passing under the house, was a thing of great compactness and immense capacity for handling grain. This old-time elevator was the development of years of experience and had many conveniences which have suffered more or less since the fireproof elevator, or, rather, since the circular storage tank, has come into use. The reason for this is the fact that it is a very difficult practical problem to combine the circular bin with the requirements of a conveniently arranged working house. Therefore, it has become the custom to locate the storage tanks by themselves and to build a separate tower or working house for the machinery. Thus, in order to secure a large handling or working capacity it is necessary to build a large and expensive working plant entirely independent of the storage tanks. That the storage and working house may be combined, and that the old-time



CONCRETE ELEVATOR OF THE GODERICH ELEVATOR AND TRANSIT CO., LTD., GODERICH, ONT.  
Designed and Built by Jesse H. Tromanhauser, Minneapolis.

beyond all further doubt or question the absolute reliability of concrete for the entire construction of an elevator building.

This elevator has several new and novel features. For instance, its bins are all square; the cupola walls are concrete; a large portion of the bins are set upon concrete columns and girders, to permit railway trackage and machinery being placed on the lower floor; the storage and working divisions are all combined in one compact mass of reinforced concrete.

It is well known to elevator architects and builders that the old-type wooden elevator, with its straight line bins set high up on posts and

wooden elevator, with all its conveniences, may be reproduced in concrete is fully demonstrated by the Goderich building. The advantages of this fact will be fully appreciated by all experienced elevator men.

The Goderich Elevator is square. Its bins are 14x14 feet square, and vary in height from 55 to 82 feet deep. The walls are all reinforced throughout by square steel bars. These bars are located at uniform distances from top to bottom of the walls and are fully covered by patents protecting the entire arrangement. In filling the elevator the bin walls and lower girder structure were subjected to the severest possi-



ble strain; yet so great was the strength that not the slightest flaw or defect of any sort developed throughout the entire concrete structure. Not an atom of wood is used in any part of the building or machinery; the plant is absolutely fireproof.

This elevator is equipped with one stationary marine leg of from 12,000 to 15,000 bushels' capacity per hour. A new feature of the marine equipment is that the ship shovels are driven direct with two pairs of vertical type engines instead of by the usual old friction gear. These engines are reversible and are fitted with automatic stopping device and operated by trip lines running to the hold of the vessel. Besides the large ship shovels there are four sets of automatic clean-up shovels.

The inside equipment of the elevator consists of three lofting legs; three sets of 1,400-bushel Fairbanks Scales; three sets of garners; two 36-inch upper belt conveyors and four 30-inch lower belt conveyors. Ten electric motors are used for driving the different sections of machinery.

tract by Jesse H. Tromanhauser of Minneapolis, who controls the patents on the new Square Bin Construction.

[For the "American Elevator and Grain Trade."]  
**RAILROADS AND THE PUBLIC.**

BY F. S. RUTHERFORD, ST. LOUIS.

The railroads are terribly wrought up over recent legislation by some of the states affecting their interests, claiming that some of the laws enacted are confiscatory. They declare that improvements and extensions with them must cease because restrictions placed upon them make it impossible for them to realize on their securities. As a matter of fact, depreciation in railroad securities is due to exposure of the methods employed by the magnates in juggling stocks and exploiting high finance. Investigations by the Interstate Commerce Commission have simply exposed to public view the proportion of "water" in railroad stocks, and have caused a decline in the selling price to their actual value. That railroad magnates have de-

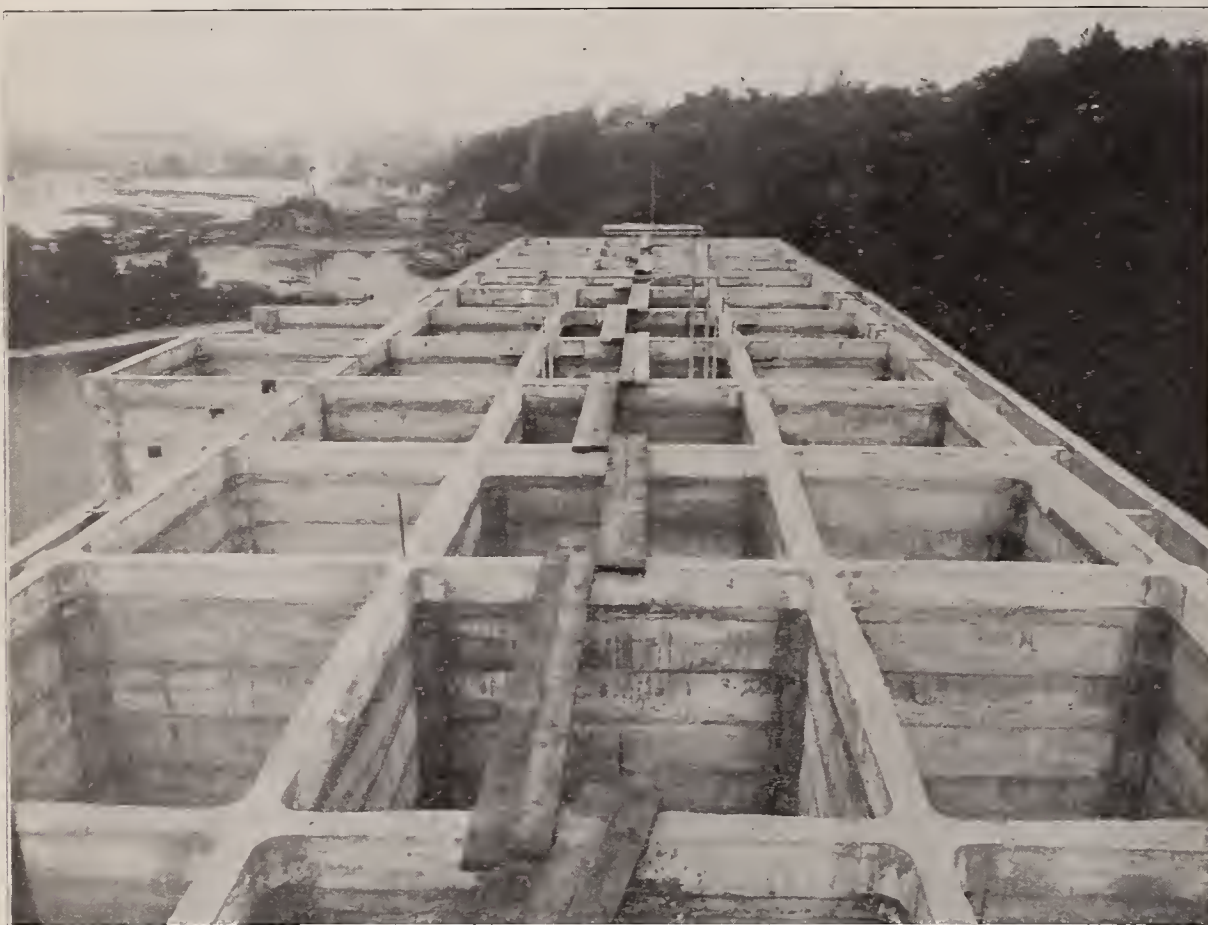
Who shall criticize the action of the state legislatures in enacting laws affecting railroad interests? Who can say that such legislation was not justified? Who can deny that the situation created by the roads themselves warranted even more drastic legislation? Voluntarily for many years the railroads issued free transportation to various classes, that represented a far greater loss in revenue than the difference between the old and the new rates authorized by some of the state legislatures for passenger traffic. For more than a quarter of a century the railroads have needlessly sacrificed their freight earnings by giving special, low rates to their favorites, and that with good grace, and with disastrous results to the smaller shippers. But with what grimaces does the railroad official protest now that legislative moderate and fair reductions in the freight rate are confiscatory! If the reductions in freight and passenger rates compelled by the legislatures of some of the states are confiscatory it is a marvel that the millions of dollars in rebates handed favored shippers in a quarter of a century have not bankrupted nearly every railroad in the country.

The legislatures of some states have passed reciprocal demurrage bills, but where is there anything unwarranted or unjust to the railroads in this? When it is considered that grain dealers at local stations have been forced to hold in their elevators hundreds of thousands of bushels of corn until it has deteriorated in quality 10 cents to 20 cents a bushel because the railroads failed to furnish cars for its shipment, though empty cars were hauled right through these local stations and supplied to shippers at competitive points, legislation in this direction seems not drastic enough. When it is remembered that for lack of shipping facilities factories and mines have been closed and hundreds of elevators shut down, with thousands of farmers deprived of a market for their grain, would it not seem that the state legislatures have been too lenient with the railroads?

Complaints are going up from some sources of the popular animosity toward the railroads, but they are voiced by non-sufferers. It is altogether the fault of those who dominate the policies of the roads that such animosity exists; and unless the transportation business of the country is conducted in the future with more consideration for the general good, this feeling will only become more intense. How can the official in charge of traffic, who has brought financial disaster upon a great army of business men through discrimination in freight rates and supplying of cars, bringing penury and misery to thousands of women and children, question the justness of this natural feeling of animosity? How can he quiet his conscience when haunted with the recollection of having taken the shoes off children's feet and the bread out of their mouths, of driving them from comfortable homes to lives of pauperism, through favoritism shown a select few?

The railroads have not been treated badly by any of the states in their legislative acts, but rather would the legislators have proven themselves traitors to their constituents had they not enacted laws for their protection. Let them not regret what they have done in railroad legislation, for unfavorable criticism of their acts is by the magnate who would not stop to throttle the commerce of the land to advance his own personal interests in or out of Wall Street; or else it is the criticism of those who are not familiar with conditions in railroad affairs that have made the rich richer and the poor poorer.

Of the 839,327 bushels of corn exported via New Orleans in March, all but 17,142 to Havre and 16,619 to Rotterdam went to England and Ireland; of 942,870 bushels exported via Galveston all went to the United Kingdom.



GODERICH ELEVATOR AND TRANSIT CO., LTD.—SHOWING BINS OF CONCRETE ELEVATOR.

and in the power plant is located a 350-horsepower generator for operating the motors. All of the equipment is of the highest quality and latest design. The electric machinery was furnished by the Allis-Chalmers-Bullock Company of Montreal; the belting by the Gutta Percha & Rubber Manufacturing Company of Toronto. The Goldie & McCulloch Company of Galt, Ont., supplied the marine leg outfit, the steel lofting legs and much of the heavier shafting and machinery. The trippers, loaders and conveyor fittings were furnished by the Dodge Manufacturing Company of Toronto, while the steel hoppers for the bin bottoms, scales and garners were furnished by the John Inglis Company of Toronto. The National Portland Cement Company of Durham, Ontario, supplied the cement, of which over 8,000 barrels were used.

The new house was erected on the old foundation of a wooden elevator destroyed by fire. The old foundation was reinforced by hollow cast-iron piles driven between the old piers and forced down to solid rock. The new structure weighs about eight times heavier than the old house and sufficient iron piles were driven to care for the extra weight. The concrete piers of the old foundation were not injured by the intense heat at the burning of the old wooden elevator.

The plant was designed and built under con-

luded the public in the past is no fault of the administration, but the protection afforded the public by the light shed through these investigations is a matter of congratulation. Had not millions of dollars, realized by sales of railroad bonds, been diverted to the private bank accounts of wily scholars of high finance, there would be ample funds to improve and extend the railroads of the country and to provide the needed increased equipment. Mismanagement by the magnates is the sole cause of existing physical defects of the roads and of their inefficient service. It is not the brakeman, the station agent nor the traffic manager that is to blame for the deplorable situation in railroad affairs to-day, but rather the high official over them all who has failed to provide proper facilities for carrying on the transportation business of the country—too busy with watering stocks, attempting to control in politics, and looking after his own personal interests to give heed to practical railroading. All of the railroads have done an enormous business, with heavy net earnings, the past few years; but if some of them have been brought into disrepute in the financial world through high-up mismanagement, let such be thrown into the hands of receivers, who can operate them profitably and provide any needed equipment.



[For the "American Elevator and Grain Trade."]  
**THE USE AND CARE OF RUBBER BELTING.**

BY E. C. DE WOLF.

No special injunctions are necessary for the proper use and care of rubber belting, other than what good practice would dictate.

Shafting should be maintained in correct alignment, pulleys should be accurately balanced and bearings should be well lubricated. Thus the belt may run true without guides, will not flap if loose, and need not be stretched tighter than the driving load requires.

Long center-to-center distances for horizontal drives and short centers for vertical drives are best, because in the first case the weight of the belt assists in giving good pulley contact, while in the second case the opposite is true.

Vertical and quarter twist drives are not desirable. Where belts must be run on quarter twist, they should be turned end for end occasionally, to transfer the excessive tension from one edge to the other, and thus keep the belt straight and more evenly stretched.

Make the lower belt the driving side whenever possible, as then the sag of the slack belt increases the arc of contact on each pulley. Heavy belts on large engine drives may be run loose, without flapping, on long centers.

Belt ends should be joined carefully, not only for proper strength, but also to insure true running. The laced joint, either with the old-fashioned leather thong or with some good mechanical fastener, is most commonly used for the ordinary run of usual service. Splicing is resorted to in certain cases, but generally is neither necessary nor desirable. Belts should be laced in place on the pulleys, using belt clamps to draw the ends together. The best belt or joint may be ruined by running the belt onto the pulleys after lacing.

Keep belt tensions as low as possible for driving the load without slippage. Excessive tension shortens the life of the belt and causes waste of power by needless bearing friction, etc. No definite rule can be given for initial tensions in putting on belts, but 15 pounds per ply per inch of width may be stated as a reasonable basis. This would give 480 pounds as a proper initial tension for an 8-inch belt, 4-ply.

Do not use tighteners unless really needed—which is not often. By proper selection of pulley sizes and belt widths the power-consuming and belt-destroying tightener can usually be made quite unnecessary. When the tightener must be resorted to, place it against the slack belt close to the smaller pulley, where it will increase the arc of contact and produce the greatest effect with the least pressure.

With shafting and pulleys properly in line, belts will run true without high crowning on pulley faces. High crowning should be avoided, as having no good effect on the belting, which must bend and be put under unequal tension in maintaining close driving contact.

Use light belting on wide pulleys of large diameter, rather than heavy belting on narrow faces and small diameters. The larger the pulley, the less the internal deformation of the belt in bending around the pulley, and the closer it will embrace the pulley throughout every inch of its greater length of contact. A heavy belt on a small pulley is unduly strained in its outer plies and gives poor driving contact because of the wrinkling effect of compression in the inner plies.

Speeds may be varied within wide limits without great difference in results. Any speed between 3,000 and 5,000 feet per minute is good, and 4,000 may be given as a fair average to work to in ordinary service. Speaking generally, the higher the speed, the better the results, up to about 5,000 feet per minute.

Higher power on a pulley of given diameter is not best secured by using a heavier belt, but rather by increasing the speed or the width of

the belt. Roughly, and applying more especially to the heavier belts, it may be said that long life for the belt and best results all the time will be secured by running no belt in usual service on a pulley smaller in inches of diameter than the square of the number of plies in the belt. A positive minimum should be set at about five times the number of plies. Based on these rules, the pulley diameters for various weights of belt would be as follows:

Weight of Belt.	Advisable Min. Pulley Diam.	Positive Min. Pulley Diam.
3 ply	9 inches	—
4 "	16 "	—
5 "	25 "	24 inches
6 "	36 "	30 "
7 "	49 "	36 "
8 "	64 "	42 "

Pulley face should be at least  $\frac{1}{2}$  inch greater than the width of the belt.

For shipping or "shifting" belts, inclined roller shippers are best and least injurious to the belt edges.

In case of accidental injury or tearing of the

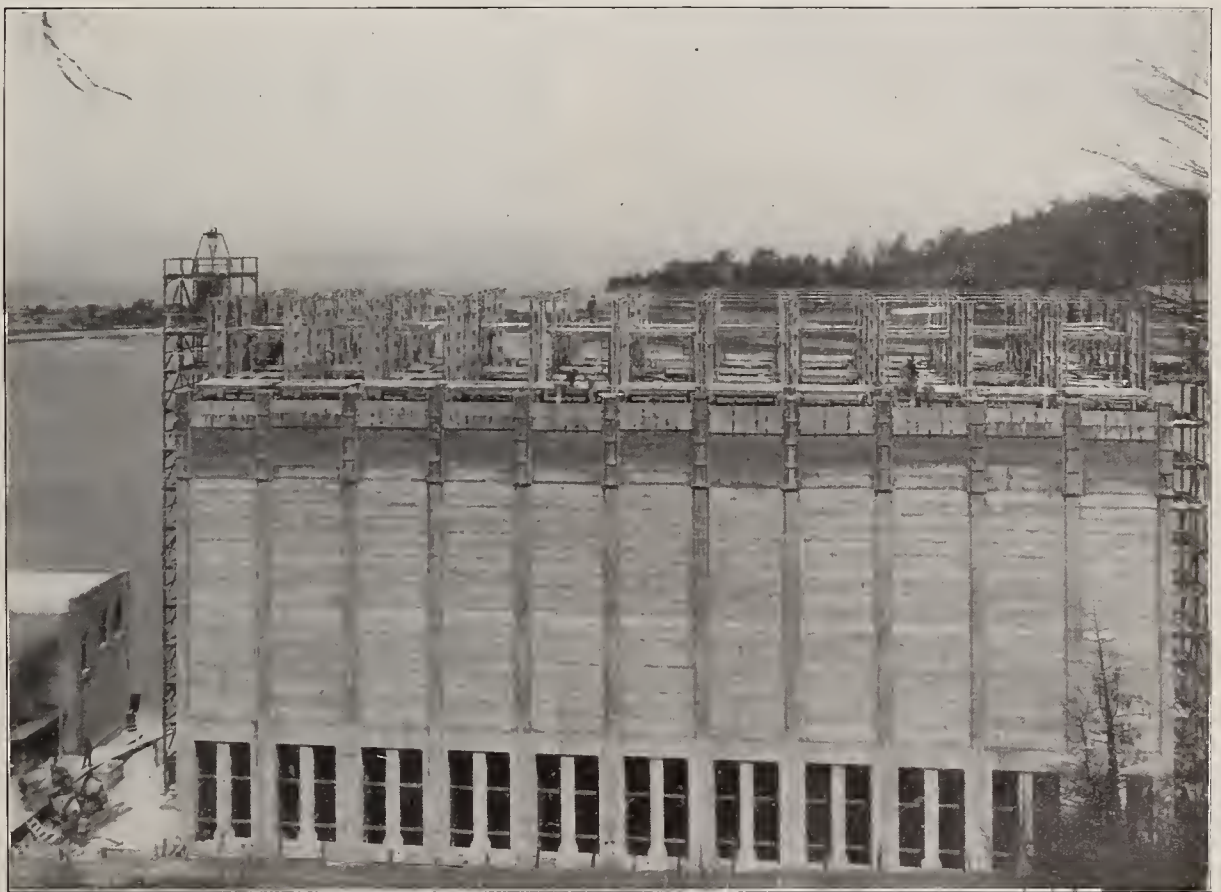
[For the "American Elevator and Grain Trade."]  
**CONCERNING PREVENTION OF FIRE FROM SPONTANEOUS COMBUSTION.**

BY L. C. BREED.

All stores where agricultural products are kept in large bulk ought to be visited at least once or twice a week. To keep such a store locked up for a month at a time, with only a single visit, as is sometimes done, is a proof of negligence which is the greater when the owner knows the changes to which such products are liable.

It should be borne in mind that even small amounts of agricultural products, gathered or stored in a damp state, may suffice to set up decay, or spontaneous combustion, in large heaps of the same products in a dry state, especially if the damp product is placed at the bottom of the heap.

Again, the danger of spontaneous ignition is increased if the products are piled around wooden posts or pillars, as instances have been



GODERICH ELEVATOR AND TRANSIT CO., LTD.—CONCRETE ELEVATOR UNDER CONSTRUCTION.

rubber cover of a belt, the broken portions should be painted over with a preparation of black lead (plumbago), red lead, French yellow ochre and litharge, in equal parts, mixed with boiled linseed oil and Japan dryer. This preparation gives the belt a glossy surface and frequently, under severe conditions, will increase the durability of an uninjured belt. No animal oils should be used on rubber belting.

To recapitulate the foregoing suggestions and recommendations:

**Avoid:** Vertical drives, quarter-twist drives, driving side on top, careless lacing, excessive tensions, belt tighteners, high crowning, guide bars at edges, small pulleys, heavy belts, animal oils.

**Cultivate:** Good alignment, balanced pulleys, long centers horizontally, short centers vertically, driving side below, moderate tensions, careful lacing, belt clamps, large pulleys, broad belts, roller shippers.

The following item appeared in the local paper of Westport, S. D.: "James Fluke sold five loads of wheat to the new elevator. It was run through the big grain cleaner, which cost him one cent per bushel. Jim got fifty bushels of flax out of the wheat, which otherwise would have been docked for him, and sold the flax to Abe Neer at \$1.05 per bushel."

found where in such cases the wood has been charred before the surrounding substances arrived at the stage of ignition. Sometimes these posts or props are of a resinous character or are painted over with spirit or oil paints. Timbers of this kind are very sensitive to the action of heat and form, as it were, flues for the heat generated in the mass, since the materials never lie so closely together in the vicinity of these timbers as they would do otherwise. The constant flow of heat to the common center formed by the timber acts upon the latter in the same way as a source of gradual heat or a steam pipe would do. Furthermore, the flow of heat is accompanied by moisture, which, in collecting round the timbers, may moisten the surrounding materials sufficiently to instigate the processes leading to the decay and eventual spontaneous ignition of the same. The danger incurred by the presence of such timbers increases in proportion as the usual practice is followed by piling up the heaps thickest against the timbers. On this account, such timbers should be made flame-proof.

The ease with which the inexpert may be deceived concerning temperatures is clearly shown in connection with estimating the same. Such a person examining a heap of heating matter is likely to assume from the heat given off that a fire is actually raging in the interior of the mass,



whereas in reality the temperature may be only 120 to 160 degrees F., or very far below that of true combustion. The writer, on the occasion of a visit to an oil mill at Memphis, was shown the cottonseed storehouse one season when there was an abnormal degree of moisture in the seed. The storehouse contained several thousand tons of seed, and on the manager's suggesting that I should place my hand in it, I did so, but very quickly withdrew it, much to his amusement. He told me the negro help could not walk on it in their bare feet as they were usually accustomed to do, and this was not surprising, since the feet are far more sensitive and magnify sensation three or four times in comparison with the hand. The manager did not seem to feel any concern about spontaneous combustion, though to my inexperienced eye regarding this product it seemed dangerously near it.

Grain and seeds are subject to decay and spontaneous heating, though less liable to spontaneous ignition than grasses, this latter condition being of rare occurrence in case of the first mentioned products. A very good plan to reduce the danger of heating is to place quicklime in open pans between the heaps of wet or spoiled grain (about 2 hundredweight of lime to every 5 tons of grain). When the lime has been charged with moisture it can be used as a fertilizer.

The spontaneous ignition of straw and analogous substances, if damp, is, however, by no means impossible, and, in fact, may readily ensue when the straw is "dirty" (i. e., mixed with chaff, weeds, etc.), since the weeds dry far more slowly than the straw itself. Finally, like wood, exposure to the influence of heat from steam or other hot pipes for a long time will render straw liable to ignite spontaneously.

### CARS AS STORAGE HOUSES.

In a brief filed by the Wisconsin Railway Commission with the legislative committee having in hand the reciprocal demurrage bill, the following statements were made:

The total available public storage for grain in Milwaukee at the present time is but 4,350,000 bushels. In 1901 the public storage available was 5,705,000 bushels. The grain handled in Milwaukee in 1906 amounted to 43,421,026 bushels; in 1901 it amounted to 30,200,000 bushels. There was, therefore, an increase in the grain business alone in Milwaukee of about 400,000 cars, with the public storage capacity about 1,000 cars less. Private storage, not available, except as the owners thereof care to avail themselves of it, would make the aggregate storage about 9,000,000 bushels. The public storage here is about 13.13 per cent of the business done, and the whole storage, both public and private, aggregates about 32 per cent of the whole.

If cars are plentifully furnished at the shipping points, the grain is received faster than it can possibly be sold at the commercial centers. If the commission men had elevators for the storing of this grain, the saving in car equipment would be practically immeasurable. Upon the contrary, it is difficult to get a commission man to send a car to an elevator for storage, because of the prejudice in the minds of millers and users, which makes it practically impossible for any grain to be sold that has once been in public storage. Cars are thus delayed awaiting sale, or are sent to some other point where about the same transaction takes place.

Congestion conditions in the terminal yards create a delay on the part of the railroad company in switching, and it often becomes necessary to handle 100 cars for the purpose of starting one car on its way. All this ties up cars at large terminals. It is pointed out that to legislate upon the effect, rather than the cause, will have no benefit. If legislation is necessary (and the railroad interests agree that it is), it will be pointed out that causes other than those assigned in the pending bill should be legislated on.

Another point made was that, "If a car service charge is made sufficiently heavy so that it will be cheaper to build storage facilities than it will be to rent the railroad company's cars, a big step will have been made toward solving this problem. In other words, with the ratio of loaders so much greater than that of receivers, and the receivers

only prepared to handle the minimum instead of the maximum, increased terminals, increased equipment and increased motive power will practically give no aid toward relieving the car situation. Congested terminals always presuppose that the railroad companies are delivering the commodities at the point of unloading faster than receivers are accepting the same; otherwise there will be no congestion." It will also be pointed out that a good percentage of the freight business given to the roads is not sold when it starts from the mill or factory, the shipper sending it forward because of congestion at the mill or shop, and hoping that he will be able to sell it by the time it has reached some recognized point of sale. This is not always realized, and then the railroad must become the storage agent to the extent that this practice is carried on. Much higher demurrage alone will put a stop to these practices and reduce the use of cars for storage.

### JULIUS H. BARNES.

The great house of Ames-Brooks Company of Duluth is known on two hemispheres as the largest exporter of Manitoba and American durum wheats



JULIUS H. BARNES.

on this continent. Like many other big corporations it takes kindly to the young man, whose activity and staying quality make them important factors in a line of business like grain, which demands intense concentration of thought and strenuous activity during business hours.

In Julius H. Barnes of the Ames-Brooks Company we find a man but thirty-four years of age, but who has already seen twenty years of association with this company. His position is secretary-treasurer, but he is also secretary of the Ames-Barnes Company, and vice-president of the Zenith Grain Company, Limited, of Winnipeg, all allied companies.

These varied duties keep him "engaged," of course, but like other busy men of systematic habits he finds time to serve the trade at Duluth as president of the Board of Trade, a body that has 200 members who hold their seats at a valuation of \$5,000 each, and which owns its own building, worth \$500,000, free of any indebtedness.

At a meeting at Dusseldorf, on March 20, of the various grain exchanges, chambers of commerce, and other associations dealing in grain, it was decided to institute a Rhenish-Westphalian Court of Arbitration at Duisburg, 15 miles north of Dusseldorf, near the mouth of the Ruhr, for settling disputes arising from incidents in the overseas grain trade. The new court will be independent of the existing Arbitration Court at Rotterdam.

### ST. LOUIS' NEW BARGE LINE.

Papers have been filed with the secretary of state for the incorporation of the Grain Growers'-Exporters' Transportation Company of St. Louis. The incorporators are Thomas Warren, Daniel P. Byrne and J. P. Wagner. Thomas Warren years ago was identified with the grain and provision interests in St. Louis, but in later years has been actively engaged in real estate and investments. Daniel P. Byrne has for more than a quarter of a century been prominently connected with the grain and hay trades in St. Louis, and his is a familiar name among the shippers of the Mississippi and Missouri Valleys. J. P. Wagner is an attorney of St. Louis.

The Grain Growers'-Exporters' Transportation Company will operate a line of steamboats and barges between St. Louis and New Orleans, carrying bulk grain from St. Louis to the Gulf at the low rate of five cents per 100 pounds, and will transport other commodities and merchandise down and up stream at proportionately low rates. The maximum freight of five cents per 100 pounds on grain to be inaugurated by this company is less than one-half of the rate charged by railroads on like shipments from St. Louis to New Orleans.

While the initial incorporation of the company is with a capital stock of \$50,000, it is proposed to increase it to \$2,500,000 in the near future to provide funds to pay for towboats and barges. Negotiations are now pending for the purchase of towboats and barges, and the company expects to be in active operation in time to handle the 1907 corn crop. It is conservatively estimated that even at the low rates of freight to be charged the investment will pay large dividends. Individual holdings of stock will be limited to not to exceed 500 shares at the par value of \$100 each, thus enabling the ownership of the company to be vested in those who are vitally interested in its success—the grain grower, the grain shipper and the business man in general.

While the Grain Growers'-Exporters' Transportation Company promises comfortable dividends for the shareholders, the main benefits of the launching of this enterprise will be derived by the shippers and grain growers of the Mississippi and Missouri Valleys, in affording low rates and speedy transportation and in relieving freight congestion. A tow of grain-laden barges will make the trip from St. Louis to New Orleans in six days, whereas shipments by rail have frequently been delayed in transit several weeks, resulting in heavy losses to the owners of the grain. Grain can be shipped by the barge line at a saving of about 2½ cents per bushel net. All of the grain states west of the Mississippi River and north of Arkansas and Oklahoma are specially interested in the resumption of grain transportation by water from St. Louis to the Gulf, as it will bring about a radical cheapening of freight rates for all that territory; and, on a basis of 2½ cents per bushel saved in cost of transportation and improved service, it will enhance the value of farm products in that region \$40,000,000 to \$50,000,000 per annum.

One source of tremendous loss to the shipper and grain grower this season has been the inability of the railroads to furnish cars for shipping corn when the price was up and before the corn had deteriorated in quality, some losses from this cause running as high as 15 to 20 cents per bushel. With the barge line at St. Louis prepared to immediately unload all cars of grain arriving from the North and West, and so release railroad equipment almost instantly, the railroads would be in position to promptly furnish cars to the interior shippers, as shipments routed via the short haul to St. Louis instead of to the seaboard would make three trips in the time required to make the journey to the Atlantic seaboard or the Gulf. This increased service so derived from their cars



would obviate the necessity of the railroads expending enormous sums for new equipment, and that at a time when money seems hard to obtain in the large amounts needed for such purposes.

When the Mississippi River will have been improved from St. Louis southward still greater benefits will accrue to the Mississippi and Missouri Valleys, but even on the stage of water now assured by the government engineers the new barge line is capable of revolutionizing transportation affairs.

[For the "American Elevator and Grain Trade."]

### NOTES ON EXCHANGES.

BY L. C. BREED.

Boards of trade are of quite ancient origin, as the Board of Trade of England was organized in 1636; but it is not a trading association. Many trading exchanges, however, can be traced back to these non-trading organizations. This is true in case of New York, Philadelphia, Baltimore and Boston; and at present there are as many as ten chambers of commerce which were in the beginning non-trading associations with limited charter privileges. It was, however, an easy step to convert them into trading associations.

The most important boards of trade in the United States are the New York Produce Exchange, New York Cotton Exchange, Chicago Board of Trade, New York Coffee Exchange, New Orleans Cotton Exchange, Chamber of Commerce of Minneapolis, Duluth Board of Trade, Merchants' Exchange of St. Louis and Richmond Tobacco Exchange.

Hedging is now so universally employed, it is within bounds to claim that nine-tenths of the grain and cotton is hedged during distribution.

The seller of agricultural products has, through the medium of exchanges, at his command far more accurate information in regard to the conditions of the market than most of the expert buyers of dry goods and other wares where prices are not determined under a system of uniform rules and open competition, and there is less opportunity for taking advantage of inexperienced buyers, which may result in other lines owing to the absence of fixed standards.

It may properly be claimed that the exchange is one of the most important institutions in the whole range of commerce, and one of the most effective as well.

### LOADING GRAIN AT NEW YORK.

The floating elevator plays a large part in the work of loading grain onto vessels in New York harbor, but full cargoes are seldom laden from the floating elevator, says Shipping Illustrated, as "the steamer will, preferably, proceed to one of the big stationary elevators in operation at this port and fill her holds there. When, however, only parcels are laden, the grain is brought 'within reach of the vessel's tackles,' that is to say, a floating elevator is made fast alongside the steamer lying at her berth, and on the off-shore side of the floating elevator the barge containing the grain for shipment is brought and made fast in such a way as to enable the elevating machine to work to best advantage. The floating elevator takes the grain from the barge, cleans it, weighs it and shoots it down the steamer's hatches, where a gang of men trims it level."

The rules of the New York Produce Exchange for the inspection and shipment of grain are so strict that seldom does one ever hear of cargoes laden at that port shifting or causing damage to vessels. There has of late been complaints made abroad regarding the quality of American grain cargoes, but nothing has ever been said against the method of stowage in vogue at New York. The floating elevators of the port of New York are all owned by the International Elevating Co., New York.

It is probable that Des Moines will have a corn carnival about December 1. At a recent meeting

of the directory board of the Commercial Club the matter was brought up by George A. Wells, John C. Simpson and M. L. Bowman, and it was referred to a committee including I. Friedlich, E. Wilkins, D. B. Fleming, F. Yonker and M. Frankel.

### F. G. HEINMILLER.

F. G. Heinmiller of Lafayette, Ind., was one of the "Alder boys"—one of several brilliant young men who, at various times in the past few years, have been associated at Lafayette and at Buffalo with W. W. Alder, one of the best-known grain men in the Central and Eastern States.

Mr. Heinmiller, who was born (August, 1881) and educated in Lafayette (both common schools and the Commercial College), had his first experience in grain with De Rhodes Bros. in 1900. They operated the Lafayette Transfer Elevator and did a large track business; but in January, 1903, after they retired from grain in Lafayette to open the Merchants' National Bank of South Bend, Mr. Heinmiller entered the employ of W. W. Alder, taking charge of the office work. That connection continued until January last



F. G. HEINMILLER.

when Mr. Heinmiller purchased the track business of Mr. Alder at Lafayette, the latter concentrating his interests at Buffalo.

Mr. Heinmiller will conduct the business on the same lines followed by Mr. Alder, buying grain on track from the elevators in western Indiana and in Illinois, shipping it to New York, New England, Pennsylvania and Eastern markets generally. Seven years' active connection with this line of trade has given him ample experience, and his record as a careful, thoughtful and trustworthy employe is assurance of his success as a dealer on his own account.

### NEW MEMBERS.

Secretary Courcier reports the following additions to the membership list of the Grain Dealers' National Association, enrolled since last report:

Henry D. McCord & Son, New York; W. S. Travis, New York; Otto Keusch, New York; J. L. Suttle, Mobile; Ely Bernays, New York; James L. King, Philadelphia; Lamson Bros. & Co., Chicago; G. A. Stibbens, Red Oak, Ia.; S. E. Wainwright, Lenox, Ia.; Frank McBride & Co., Hamburg, Ia.; W. W. Pollock, Mexico, Mo.; W. E. Draper, Stennett, Ia.; J. H. Wilkes & Co., Nashville; S. F. Scattergood & Co., Philadelphia; H. L. Buss & Co., Boston; Clark & Allen, New York; Hancock & Co., Philadelphia; W. H. Story & Co., New York; L. T. Miller & Sons, Philadelphia;

Lane & Fox, New York; Albert C. Field (Inc.), New York; Newton Shultes, Boston; Mark Shultes, Boston; Henry P. Van De Bogart, Boston; Rodney J. Hardy & Sons, Boston; J. E. Soper & Co., Boston; S. W. Yantis, Buffalo; J. G. Hagemeyer & Co., New York; Milmine Bodman & Co., New York; C. F. & G. W. Eddy (Inc.), New York; Edmund E. Delp & Co., Philadelphia; Edward Beatty, New York; Estate of John G. Heinold, Buffalo; William P. Ketcham, New York; William T. Foulks, Brooklyn; Chapin Grain Co., Boston; Alder & Stofer, New York; Shaw & Truesdell Co., Brooklyn; A. Dunn, New York; Noyes & Colby, Boston; Horace L. Ingersoll, New York; A. L. Deibel, St. Louis; James Rozell, New York; W. R. Brown, New York; Thomas Lenane, New York.

### GRAIN EXCHANGE METHODS.

The legislative committee appointed to investigate the business of the Minneapolis Chamber of Commerce spent several days, or fractions thereof, in a fruitless search for a mare's nest. The first witness was one Steenerson of Crookston, a Farmers' Exchange man with a grievance, who had procured the investigation on his allegation that the markets of Minneapolis and Duluth are not open markets, as practically it is necessary to consign all grain to members of exchanges. With a limited membership, he guessed that "there is opportunity for pooling interests, and the tendency of such an organization as the Chamber of Commerce is monopolistic." He thought, further, that only such memberships as would be in active use should be issued. Still another thought was that persons having grain to sell should be permitted to take their samples on the floor and submit them to buyers on payment of a reasonable fee.

Secretary L. T. Jamme explained the objects of the organization, and said that any person of good moral character and of financial responsibility can be admitted upon purchasing a membership. The Chamber has none to sell, but there are always a number on the market. The directors have considerable authority in the admission or exclusion of applicants, but he said that no person with proper qualifications has ever been denied membership and that it would, as a matter of fact, be opposed to the best interests of the Chamber to exclude any applicant with proper qualifications. The value of the membership is due to the excellent facilities supplied by the Chamber for obtaining information, the opportunities for doing business and the property rights which go with a membership. It costs the Chamber \$46,000 a year to gather information desired by members. Observance of the rules regarding commissions do not tend to restrict competition, as the Chamber makes no attempt whatever to fix the price of grain. The maintenance of a reasonable rate of commission is, in fact, an incentive to competition, for the reason that the independent and farmers' country elevators are largely kept alive by the services and the money supplied by the commission houses, and that the commission houses in turn are kept in existence by maintaining a reasonable uniform rate of commission. Were there no restrictions that condition would demoralize the commission rates, and in time result in driving these concerns out of the market and leave the farmer and country elevator to the mercy of a limited number of buyers.

An effort was made to support the theory of some ignorant legislators and farmers and agitators that exchange transactions are fictitious; but this C. D. Rogers, former secretary of the Chamber, Henry L. Little, of the Pillsbury-Washburn Company, and H. F. Douglas, an elevator man, refused to admit. C. D. Rogers testified that one of the strictest rules of the Chamber is one forbidding fictitious trades or transactions. Delivery of every bushel of grain sold is contemplated, and when delivery is not made, it is because of some set-off made through the



clearing houses. In his twenty years' connection with the Chamber Mr. Rogers said he did not know of any so-called fictitious deals. Mr. Rogers was called on to explain "hedging" as insurance against loss on a falling or rising market.

James V. McHugh, a Minneapolis man, said that all sales were actual, despite contention by Representatives Gates and Lennon to the reverse. In any event delivery is always contemplated when a sale is made in the pit, and ample proof can be given of the correctness of his position.

H. L. Little, speaking of the Chamber, said it was a benefactor in that it enabled every person and farmer in the grain business to do business on a smaller margin, and this in the end affected the price paid for wheat. It helped the farmers, for it put them in close touch with the grain market and made prices that they would otherwise be unable to obtain. "If the Minneapolis Chamber of Commerce were disbanded the millers would in my opinion be able to buy their wheat from 3 to 5 cents a bushel less than they do," said Henry L. Little. "In the case of our firm, which buys 30,000,000 bushels a year and upward, such a reduction would mean considerable in the course of the year."

H. F. Douglas, an elevator man, said the Chamber was a benefit to himself and others in the same business because it permitted the borrowing of money from banks by which to handle their deals. It furnished a basis of credit. He said the Chamber does not fix the elevator rates. If it were not for the Chamber, Mr. Douglas said, Minneapolis would not be the grain market it is, and the farmers would not now be getting the price they are getting. The East instead would be the market. "What would be the result to terminal operators of the disbanding of the Chamber of Commerce?" asked Representative Lennon. "We would have to do business on an entirely different basis. Instead of being warehousemen and doing business for the storage charges we would become merchants and buy the grain. We would then have to have larger margins because we would have to take chances of the market fluctuations."

### ILLINOIS ASSOCIATION CONVENTION.

If the reader is thinking of going to Chicago this spring for business or pleasure, he ought to make his arrangements to take the trip to be in the city on June 11 and 12, in order to attend the fourteenth annual meeting of the Illinois Grain Dealers' Association, to be held at the Auditorium Hotel. Dealers are invited to bring their ladies with them.

Reduced railroad rates will be secured from all parts of the state, and rates at the Auditorium Hotel have been secured at \$2 per day for one person, and \$3 for two.

There will be an interesting and instructive meeting, with entertainment, and special entertainment for the ladies. Every grain dealer in Illinois should attend this meeting.

Don't forget the date—June 11 and 12.

### HOLLOW TILE FOR ELEVATORS.

Hollow terra cotta tile is well adapted to the construction of tanks for storing grain for the same reason that it is used in modern building construction—it combines strength with resistance to fire and can be molded into any desired shape or design, says Insurance Engineering.

While the early structures housed the grain bins and all the machinery in one building, nowadays the practice is to put the machinery in a separate building and store the grain in large tanks connected with the machinery building by belt conveyors. There is little doubt that the old-fashioned wooden grain elevator, with all its objectionable features, is a thing of the past. The economy in cost, safety from fire, low rates

of insurance and ease of enlarging a plant resulting from modern practice in the construction of buildings for grain storage constitute an attractive investment for capital.

In the modern grain tank of hollow terra cotta tile, built circular in shape, the walls consist of blocks six inches in thickness and eight inches in height, furred on the outside with tiles two inches in thickness and twelve inches in height (the furring tiles overlapping the smaller blocks), making a wall eight inches in thickness, the whole being reinforced by pairs of steel tension bands running through the walls at frequent intervals. The steel tension bands are imbedded in a cement grouting and the outside furring is applied with a cement mortar. The foundation walls and base are built of concrete.

### SCIOTO GRAIN COMPANY.

The Scioto Valley of Ohio is famous in the legendary and recorded history of that state and stands quite as prominent in the list of the many fertile valleys which contribute to the great wealth of the state as a whole. Naturally, the elevator facilities for handling these big crops



SCIOTO GRAIN CO.'S ELEVATOR, CHILLICOTHE, O.

are adequate under all ordinary circumstances and conditions, and there has never been any well founded complaint by the farmers of Ohio that they have not been promptly, well and economically served by the elevator men of the state.

The house of the Scioto Grain Co. at Chillicothe is a fairly typical one that has handled the grain for many farmers for a series of years. Mr. Quinby Climer, present sole proprietor, has been with the company for the past fourteen years, and is the friend of "half the country." His elevator is located on both the C., H. & D. and N. & W. Railways.

The present high price of jute bagging, says H. C. Willis of the Inland Grain Growers' Association of Umatilla, Wash., is due presumably to the increased market value of the raw jute fiber, and the market price of jute depends to some extent upon the price of cotton. For instance, in 1898, with cotton at 5½ cents a pound, jute dropped to 2¾ cents a pound, while at the present time the best standard market grade is quoted at 6¼ cents a pound spot, delivered in American ports. Bagging qualities are quoted as high as 4½ cents per pound. More than five-sixths of the jute crop of the world is produced in the province of Bengal, India, 883,000 bales of 400 pounds each being produced last year, an increase of 600,000 bales over 1905. Jute is also cultivated in Formosa, Japan and China, but not to any extent. The competition for jute of bagging quality comes chiefly from the mills in India and from paper manufacturers. Increasing quantities of the grades of jute suitable for bagging purposes are being used in the manufacture of Manila paper.

### [For the "American Elevator and Grain Trade."] WHAT THE TRADE IN TOLEDO IS TALKING ABOUT.

BY HOWARD L. SPOHN.

The Pilliod Milling Company of Swanton, Ohio, has increased its capital stock from \$20,000 to \$25,000.

The E. E. Evans Elevator Company of Tiffin, Ohio, has sold its elevator to I. L. Shaw of DeGraff, Ohio.

Henry M. Buechele has sold his newspaper at Continental, Ohio, and will again engage in the milling business at Celina, Ohio.

The old Anchor mill property near Mt. Gilead, Ohio, was sold the other day under the sheriff's hammer. It was bought by Westly Shaffer. This mill was built in 1832. It will be remodeled and run as a modern mill.

Because of the congested condition of the railroads the local grain exchange will present a petition to the New York legislature asking that the Erie Canal be opened several weeks earlier this year than has been the practice heretofore.

The Toledo Transportation Club held an enjoyable social session in the club rooms of the Builders' Exchange the other day. H. L. Goemann, president of the Goemann Grain Company, was the speaker. His talk was on the subject of "Reciprocal Demurrage from the Shippers' Point of View."

John Wren, a grain dealer of Deunquat, Ohio, who sued the Ohio Central Railroad for \$15,000 damages because it failed to get him cars to move his grain, has decided to take his case to the higher courts. The lower court awarded Wren \$2,000 damages. He claims that his business was ruined by his failure to get cars and that the damage he originally asked is low enough.

A deal that promises to have a great effect on the local grain trade is now in its early stages. A party of New York capitalists are negotiating for the old Union Elevator property. Several years ago this elevator was burned to the ground and during the progress of the fire fourteen persons lost their lives. The New York people want the property and if they are successful in buying it will erect a large steel elevator on the site of the old one.

The State Railroad Commission is preparing a decision in the demurrage case filed by the Ohio Shippers' Association against all the railroads of Ohio, and expects to dispose of the matter soon. There are a number of points involved in the case, but it can be stated with certainty that the railroads will be compelled to modify their demurrage rules. The Ohio Commission, by its statement regarding car shortage, has shown that it does not consider the blame to lie with the shipper because he holds the cars too long, but is caused by inefficient management of the railroads.

### CAR SHORTAGE.

Grain trade in general in Toledo is still suffering from the shortage of cars. At no time during the famine has there been such a scarcity in the local market. Several of the local dealers have been forced to refuse consignments of grain because of the lack of transportation. The local elevators are full and business has been brought almost to a standstill. Some of the dealers say that they see relief in sight within the next two weeks, but there is a question mark behind this statement. Several times during the past two months promises that the situation would be relieved have been made, but instead it has constantly grown worse. The raise in rates which was promised for the first of April also had a depressing effect on the market. The receipt of grain of all kinds has been away below the average for some time past, all owing to conditions that could not be controlled. The increased grain rates for shipments to the seaboard will not become effective now until May 1. During the coming month it is hoped that the surplus stock now held in Toledo will be moved. The



railroads have promised to do everything in their power to move the bulk of the grain held here within the next twenty days. If they are able to do this the local market will again be opened to active trading and business will take a boom.

#### CROP NEWS.

Green bugs and dry weather seem to be the two prominent factors affecting the wheat market at this time. The trade seems to be of the opinion that the situation in the Southwest is serious and the shorts started covering last week (April 1-8). All that is now needed for a sharp advance in wheat is a good leader.

Corn has been fairly active all week, and while the bears have been waiting for increased liquidation, the strength in wheat and oats has held the corn quite steady and taken the offerings fairly well.

More damage reports have held oats up strong and high.

Trade in October clover seed has been very active, more so than usual at this time of the year. The best grades of seed are becoming very scarce and there are but few bags of prime left. It is just a little bit early to say what the April situation will be, but if there is much of a shortage there is likely to be trouble in filling contracts on account of the scarcity of prime seed.

The condition of the growing wheat crop throughout Ohio is not as good as it was at this time last year. The plants during the extreme cold weather of February were killed and many of the farmers are plowing their wheat and will plant oats in its place.

#### IMPORTANT TEST CASE.

Grain dealers and shippers throughout the country will feel as much interest in the decision to be handed down by Federal Judge Robert W. Taylor in the case of the United States against the Ann Arbor Railroad as the railroads themselves. The question involved is that of the control of railroads, whether federal, individual states, or both.

Some time ago the government filed suit against the Ann Arbor Railroad for the collection of \$200 penalties because the railroad is alleged to have violated the federal safety appliance laws, setting up in the petition that on November 16 last two trains were hauled from Michigan points to Toledo on which the percentage of cars equipped with brakes operated by the engineer was only 51.1-7, while under the laws the percentage of cars so equipped in any train must be 75. In this case, it is cited that but twelve out of twenty-one cars were properly equipped with brakes.

Alexander Smith, of Smith & Beckwith, counsel for the Ann Arbor, filed a demurrer alleging that the various acts of Congress and the proceedings of the Interstate Commerce Commission under which the suit was filed are not a regulation of the interstate commerce within the scope of that clause of the constitution of the United States which confers power upon Congress to regulate commerce among the states, and are, therefore, unconstitutional and void.

The demurrer attacking the constitutionality of federal control is filed for the purpose of obtaining a decision. Mr. Smith admitted this fact, and in an interview said: "Whether the fact that a railroad is engaged generally in interstate traffic subjects all of its trains to federal control, although at the particular time the trains may be carrying traffic confined to one state, is what we are desirous of ascertaining. Has Uncle Sam the exclusive power to control the great common carriers? This is a test case. Personally, I believe it is federal control."

Only a few days ago, at a conference in Washington, it was practically decided by cabinet members that some sort of scheme is to be placed before the next Congress looking to the exclusive control of railroads by the Government. President Roosevelt has already announced that he is in favor of federal control.

Many suits are pending in the federal and state

courts throughout the country against the violations of the state safety appliance and state commerce laws, and the railroads are anxious to know whether they are obliged to be subject to state or federal control, or both. It is gathered from sentiment thus far expressed that the roads would rather be under federal control than to be subject to the laws of forty-five states, and Judge Taylor's decision will be of widespread interest.

#### NEW FORM OF GRAIN CARRIER.

Of great interest to the grain shippers is the announcement of the incorporation of the Automatic Shipbuilding Co. of Buffalo, and their intention to erect a shipbuilding plant within a short time. This new company is formed to build bulk freight lake steamers on the new hopper system, invented by George W. Matham of Buffalo. This new invention, it is thought by those who are in position to know, will practically revolutionize the present style of freight boat construction. The plan of the ship is really to apply the principle of a hopper-bottomed freight car to a bulk freight vessel. In fact, the whole vessel is a series of hoppers 6 feet 9 inches in length and 42 feet wide, with the narrower dimension running fore and aft.

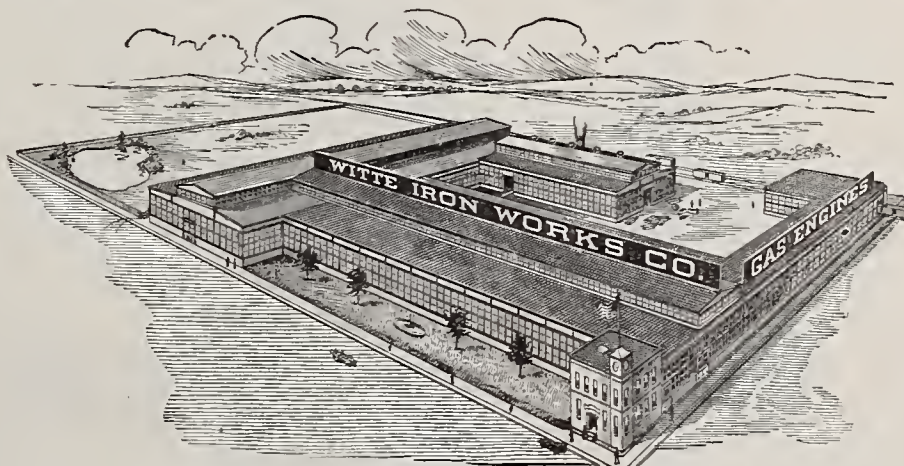
The boat will be 55 feet beam, leaving more

each in duration, were made, and in order to meet our schedule the Pennsylvania was at times forced to run as high as eighty miles an hour. At Brookville all the schools were closed and something like two hundred children came down and saw the train.

"Generally speaking, the farmers were very deeply interested in the train, and particularly in the corn exhibit—much more so in corn than in alfalfa. In fact, at several stops, the alfalfa car was entirely empty; and judging from this trip, as well as many other indications, Ohio will never become much of an alfalfa state. But, on the whole, I believe the trip was of great value and will prove to be a stimulus for the raising of better corn in much larger yields."

#### WITTE IRON WORKS.

We illustrate herewith the new plant, now under construction, of the Witte Iron Works Co. of Kansas City, Mo. When completed, it will be the largest, most complete and up-to-date gas and gasoline engine plant in the West. It is practically fireproof, being of steel, brick and stone construction; has 60,000 square feet of floor space, and is equipped with the finest of modern machine tools, electric power, traveling



PLANT OF THE WITTE IRON WORKS CO., KANSAS CITY, MO.

than 10 feet of space for side ballast tanks. The new construction will work two big advantages not at present realized in boat construction. First, the water ballast in the new boat will be unable to flush fore and aft in a sea, because of the watertight bulkheads. Second, and most important of all, the load, whether it be grain, ore or coal, will seek the center of each hopper and automatically trim, thus doing away almost entirely with the need of steam shovels. To obviate the loss of cargo space, made possible by the fact that the hoppers are four-sided, these hoppers are made deeper, so that the water ballast tanks in the new boat are only 3 feet deep, whereas, in most other vessels of the modern type, there is from 5 to 7 feet between the outer shell and the tank tops.

#### AGRICULTURAL SEED TRAINS.

The agricultural trip planned and carried out by the Agricultural Department of the Ohio State University, assisted by the Ohio Grain Dealers' Association, came to a successful close last Saturday. President Fred Mayer and Inspector E. H. Culver, who were members of the party, returned to Toledo Saturday night, April 6, and when seen on Monday were enthusiastic over what they believe are the benefits that will result from the trip.

"We left Columbus Tuesday morning, on the B. & O. S. W. 2," said Mr. Mayer, "and traveled over that road for two days, after which we took the Pennsylvania, which brought us back to Columbus Saturday night. All told, stops were made and lectures were given in sixteen counties. As nearly as can be estimated, the people addressed numbered something like 5,000.

"The lectures were made on subjects of interest to modern and scientific farming and were of such nature as to stimulate interest in all agricultural pursuits. Over forty stops, an hour

cranes and private switches, with inclosed loading warerooms.

The company has put in its own natural gas wells and water supply; will operate an independent electric lighting plant and telephone service, with modern accommodations for the benefit of visiting customers and employees. The new plant will extend from Sixteenth to Seventeenth Streets and from Oakland to Eastern Avenues, and is situated on the Missouri Pacific and Kansas City Southern Railroads. This plant will be used exclusively for the manufacture of the company's present line of stationary gas and gasoline engines, traction engines, farm portable engines, electric lighting plants, mine hoisting engines, pumpers and irrigation equipment, in sizes from 2 to 100 horsepower.

This company has been manufacturing many of the above lines of engines in Kansas City for over twenty-two years. The increased number of sales in the last few years has overtaxed the capacity of the present plant, but the new plant will enable the company to make immediate deliveries from stock and to extend their territory to foreign countries. The company expects to have the new plant in operation in about 50 days, or early in June.

Another record-breaking lake freighter was chartered for her maiden trip at North Tonawanda, N. Y., on March 21. This was the Wm. B. Kerr, built at South Chicago. The Kerr is the largest vessel now afloat on fresh water. She is 605 feet long, being the only vessel that actually measures that length, and has a beam of 60 feet, which is two feet wider than the largest that was ever launched before her. The wheat which will be loaded on the Kerr will be the record cargo in the history of lake navigation. It is figured that she will take to Buffalo over 425,000 bushels of grain on the first trip down.



### RICE ELEVATORS FOR GULF COAST.

Although the rice industry of the Gulf Coast has assumed enormous proportions, the methods of handling the crop between the farm and mill are as primitive as they were in the days when rice culture in this country was in its infancy. The rice is still sacked on the farm and is handled in this form until the milling is begun.

The expense attached to this method of marketing the crop is excessive, the annual cost of sacks alone amounting to hundreds of thousands of dollars, to say nothing of the labor involved, though, of course, the latter is the principal item. Indeed, it is estimated that no less than thirty-five persons handle a sack of rice from the time

chinery dealers. Contracts have already been awarded for several houses and more are being talked of. Both country and terminal elevators are wanted, and it is confidently believed that once a good start is made the rice elevator will become very popular in the Gulf Coast.

### ANOTHER INSPECTION REFORMER.

Washington dispatches a few days ago announced that Representative Gronna, hitherto unknown to fame, called on the President and assured him that at the next session of Congress he would introduce a bill for the federal inspection of grain, especially of wheat, so as to insure standard grading. Mr. Gronna said he is

### MODERN TRANSFER ELEVATOR AT INDIANAPOLIS.

The million-bushel transfer elevator constructed by The Barnett & Record Company of Minneapolis and operated by The Cleveland Grain Company is now in operation. This plant is a model as an up-to-date modern transfer elevator, and is capable of handling two hundred and fifty cars per day in and the same number out.

The plant consists of a grain elevator constructed of wood upon a concrete foundation and covered with galvanized corrugated iron, 42x56 feet in size on the ground and 158 feet high, with a track shed on one side 48 feet wide and 68 feet long, built of steel frame resting on concrete foundation and covered with galvanized iron. The driv-



TRANSFER ELEVATOR OF THE CLEVELAND GRAIN COMPANY AT INDIANAPOLIS.

Constructed by Barnett & Record Company, Minneapolis.

it leaves the thrasher until it has passed through the mill. As the greater part of this expense falls on the farmer, he has begun to see a great light and is investigating the possibilities of handling his rice as the northern farmer handles his wheat and other grain—through elevators.

During the past few months the agitation for a change in the methods of handling the crop and the erection of rice elevators has gradually increased, until at present the majority of those interested in rice culture in this territory—from grower to miller—are enthusiastically talking "rice elevators." It is claimed by well-informed men that there is no good reason why rice cannot be successfully handled by the elevator system. On the other hand, it is believed that much of the deterioration that now takes place after the rice is sacked would be avoided were it handled in bulk. The number of grades would also be reduced, it is thought.

At any rate, the movement for the erection of rice elevators is strong enough to warrant attention by northern elevator builders and ma-

"familiar with the frequent complaints that have been made by importers about the lax system of inspection of grain at many American ports, and because of the frequent variation between the standard reported in the certificates and the grain itself." He therefore has a theory for this frequent difference in condition, which is that "unscrupulous persons abroad mix the grain which they import from the United States with inferior grain, and then sell it as the American article."

"Our exports of wheat have been falling off, and I think this fraud practiced abroad is largely to blame," said Mr. Gronna. "This business of mixing our good grain with poorer stuff must stop; and I believe that a national inspection would bring about the desired results."

Mr. Gronna announced that he would spend the summer in Europe visiting the principal European ports where American grain is received, in order to familiarize himself with the situation abroad, and to collect information of all kinds to be laid before Congress.

ing tower and stairway are located at the end of the plant and extend to the top of the building.

The power plant is a model in itself, being in size 56x42 feet and built of brick. It rests on a concrete foundation, and has a fireproof steel and tile roof. It is equipped with a 375-horsepower Corliss Engine supplied by three 500-horsepower Atlas Boilers. A Westinghouse motor plant is installed, which furnishes lights for the entire plant.

The storage capacity consists of eighteen large tanks, 85 feet in height and 35 feet in diameter, and 10 intermediate tanks, all of which are built of the Johnson-Record Patent Semi-porous Vitri-fied Cellular Tile Construction. These tanks rest on a concrete foundation, reinforced.

The house is equipped throughout with the most modern type of machinery, such as will facilitate the speedy handling of grain. Two Hess Driers are installed, which are of sufficient capacity to take care of all wet or damp grain the house can handle.



[For the "American Elevator and Grain Trade."]  
**HISTORY OF AMERICAN EX-  
 CHANGES. — II. — HISTORY  
 OF THE BOSTON CHAM-  
 BER OF COMMERCE.**

BY L. C. BREED.

It has been found difficult to obtain particulars concerning the first organization bearing the name of Boston Chamber of Commerce, but from references in the public prints of the day and elsewhere, it is certain that it was in existence between the years 1793 and 1804. The one important act of that body which has come down to us was the passage of a vote in 1795 in opposition to the strong prevailing public sentiment in Boston at the time, approving the ratification of the treaty with Great Britain negotiated by John Jay, which provides, among other matters, for the settlement of questions relating to depredations upon the commerce of the United States by armed vessels of belligerent powers; for which action the Chamber received the commendation of President Washington.

The second body bearing this name was formed in the year 1836. It appears to have been a deliberative body, and to have taken vigorous and effective action upon very many of the large questions of the day. Its last recorded action was in 1843, after which it seems to have died.

The present Boston Chamber of Commerce was incorporated in the year 1885, and was formed by the consolidation of two corporate trade bodies—the Boston Commercial Exchange, composed of three hundred members, and the Boston Produce Exchange, with a membership of five hundred. Each organization brought to the new body a fair amount of invested funds, so that the new Chamber started into life well equipped with a large and active membership and sufficient resources to assure its future success.

Of the two parent organizations, the Boston Commercial Exchange was the elder. It was organized in 1855 under the name of the Boston Corn Exchange, and was incorporated in 1868. The original membership was one hundred and eighty. The name was changed to the Boston Commercial Exchange in 1871, and its sphere of usefulness broadened by drawing to it other branches of trade, particularly the provision and fish and salt interests.

The Boston Produce Exchange was incorporated in 1877. It started with a membership of one hundred and eighty-six firms, which finally increased to an individual membership of five hundred.

The cornerstone of the fine building now owned by the Chamber was laid on September 29, 1890, and the building was dedicated on January 20, 1892. It is seven stories high and built in the most substantial manner, the exterior walls being of granite. The total cost was about half a million of dollars.

It is a singular coincidence that the massive building of to-day stands on nearly, if not quite, the identical spot where in the early days of the New England grain trade, schooners from the Hudson River and the Middle States lay alongside the wharves and reloaded their cargoes from their decks. There were no grain stores or elevators then. No railroads brought grain in bulk from the West, and the foundation of Boston's grain trade was laid by enterprising merchants by running schooners from Baltimore and Albany.

When the original grain and flour exchange was formed in 1855, it was found necessary, in order to insure its success, to adopt a rule that members would not buy grain, flour and other commodities except upon the floor of the exchange, and this course compelled such receivers as had not joined it to come in. Nearly forty years afterwards, we find in the address of an ex-president, on the occasion of the dedication

of the new home of the consolidated organization, the remark: "Instead of saying, 'How can we afford the time to go on 'change to-day?' we should say, 'How can we afford not to go on 'change to-day?'"

Among the few surviving members of the old Boston Corn Exchange is Mr. George F. Stone, secretary of the Chicago Board of Trade. For some years he held the position of secretary.

The limit of membership fixed in the by-laws is one thousand.

### GRAIN STORAGE IN THE ORIENT.

Manchuria already has a respectable milling industry, confined chiefly to cities built of the Russian and strategic points; and to Manchuria Japan is looking as her future granary. Wheat grows well in Manchuria, where the climate is not



CURIOUS GRAIN RECEPTACLES IN MANCHURIA.

essentially different from the Dakotas, although agriculture is in a sort of transition state there.

Our illustration, which is from the handsome booklet of the Van Dusen-Harrington Company, "A Story of Progress," shows one of the methods of storing grain in Manchuria. The circular tanks shown are made of reed matting, which is wound up in cylindrical form as fast as the grain is brought in. The structure rises in height as the contents increases, until the top of the poles is nearly reached by the matting. Then a roof is made by covering the top with straw mats in such a way as to shed the rain. While this method of storage seems primitive, it has good points about it which will readily occur to those familiar with the difficulties of storing grain in some climates.

In a report from Liverpool Consul J. L. Griffiths says that very large quantities of grain sacks are purchased by local bag dealers and returned to the United States to be again filled with wheat, barley or other cereals. Before being shipped the bags are overhauled, mended by the dealers and put into a fit condition to again receive produce. If bags are bought direct from the millers, the overhauling and repairing would have to be done afterwards. The present market prices of bags in the mended condition, in large lots, are as follows: California centals, 5.2c; narrow La Platas, 5.1c.

[From Bull. 113, University of Illinois Exper. Station.]  
**THE SHRINKAGE OF EAR CORN  
 IN CRIBS.**

BY ALBERT N. HUME,  
 First Assistant in Corn Production, and  
 O. D. CENTER,  
 Assistant in Corn Production.

As an average for ten years past, the Chicago cash price for corn has been 3.8 cents per bushel higher in May than in December. It should be further kept in mind that in many localities the custom remains of taking seventy-five pounds of ear corn for a bushel in the fall, and only seventy pounds in the spring. This would be equivalent, if the custom were universally followed, to making an increase of 2.5 cents per bushel in the price of corn between fall and spring. Some such amount as this should be added to 3.8 cents, in order to express the actual average rise in price of corn between December and May. This would make a total difference of 6.3 cents.

This conclusion is based upon data summarized from the Year Book of the Department of Agriculture for 1905.

One question of interest to nearly everyone who handles ear corn is whether or not the average margin of 3.8 cents between December and May (or 6.3 cents, if five pounds less ear corn is taken for a bushel) will justify the holding of corn in cribs from husking time till winter or spring. Would it be more profitable to market corn as early as possible after husking time, or is it profitable to hold it?

Plan of Experiment.—With a view to getting information on this question the Agricultural Experiment Station of the University of Illinois constructed corn cribs in such a manner that they could be lowered to rest upon the platforms of large wagon scales and weighed. Thus when the cribs were filled with corn the amount of weight lost could be determined from time to time. Each crib was so covered with a roof and siding that it was influenced by weather conditions as little as practicable.

One crib was built on the University farm at Urbana; the other at Sibley, Ill. It was planned that each crib should be weighed every week, and with few exceptions this was actually done, and the weights recorded. Aside from some preliminary experiments the cribs have been weighed continuously for three successive years, having been refilled once. In every case a variety of corn was used which was well adapted to the locality of the crib. Also in every case the corn used was reasonably mature and sound.

In order to make a check upon the data of the "scale crib" at Sibley, a stationary crib was built close by the former. This second crib was constructed of ordinary fencing lumber on blocks. The plan was to weigh each wagonload of corn as it was put in when this crib was filled, and also to weigh out all corn when the crib was emptied at the end of the trial. From the total weights thus gotten the total per cent of shrinkage was computed.

#### SHRINKAGE BY QUARTERS.

The following table summarizes the shrinkage by quarters; the data for the first year of each trial being given in the upper part of the table and that for the second year trials are given in the lower part of the table:

Table 1—Per Cent of Shrinkage by Quarters, Original Weight of Corn Used as the Base, the Average of All Weights Taken in the Given Month Being Subtracted in Calculating Shrinkage.				
Total Shrinkage Up to and Including Month Given.				
Data for First Year.				
Crib.	December.	March.	June.	September.
Sibley.				
1st trial.....	5.2	17.7	19.0	
2d trial.....	2.1	2.2	8.0	12.3
Urbana.				
1st trial.....	3.2	6.9	17.9	19.8
2d trial.....	5.5	8.5	14.2	15.2
Data for Second Year (including first year).				
Crib.	December.	March.	June.	September.
Sibley.				
1st trial.....	19.6	17.6	19.1	20.5
Urbana.				
1st trial.....	19.7	18.4	20.3	20.7

From the above table we can see that the first year shrinkages of the two cribs varied between



12.3 per cent and 19.8 per cent up to the end of the fourth quarter.

In connection with these per cents of shrinkage we may consider data secured from other weighings, and also results from some preliminary trials.

December 6, 1901, 20,545 pounds of corn were weighed into a crib at Sibley. This corn was weighed out September 25, 1903, when the weight was found to be 18,690 pounds. Here was a loss of 1,855 pounds, or 9.0 per cent, for the entire period, extending over twenty-two months.

Another crib close by was also filled and emptied on the same dates as the above. The same amount of corn was put into it as into the other, namely 20,545 pounds. When this was taken out it weighed 18,650 pounds. It had lost 1,895 pounds, or 9.2 per cent. This crib and the one above were filled with the same kind of corn and the per cents of shrinkage thus determined in duplicate certainly agree very well.

Again, a stationary crib was filled with ear corn during the week preceding November 11, 1905, and emptied November 3, 1906. The weights in and out were, respectively, 19,850 pounds and 17,280 pounds. Thus the loss was 12.9 per cent for the year, which agrees well with the shrinkage for the Sibley scale crib given in Table 2.

We have thus, taking into consideration all the trials, a variation in shrinkage of the different cribs ranging between 9.0 and 20.7 per cent for nearly two years' storage.

Table 1 is used as a basis for computing Table 2, which shows the increase in price that must take place between cribbing time and the given months, to compensate for shrinkage. It is assumed that in the case of every trial, the corn might have been marketed at cribbing time for thirty-five cents per bushel.

Table 2—Number of Cents Increase in Price Per Bushel Necessary to Compensate for Shrinkage, Up to and Including Month Given; Assuming Corn to Be Worth 35 Cents at Cribbing Time.

Data for First Year.

Crib.	Dec.	March.	June.	Sept.	June.
Sibley.					
1st trial.....	...	1.9	8.7	8.2	7.8*
2d trial.....	.7	.8	3.0	4.9	2.3
Urbana.					
1st trial.....	1.1	2.6	7.6	8.6	6.5
2d trial.....	2.0	3.2	5.8	6.3	3.8

Data for Second Year (including first year).

Crib.	Dec.	March.	June.	Sept.	June.
Sibley.					
1st trial.....	8.5	7.5	8.3	9.0	.5
Urbana.					
1st trial.....	8.6	7.9	8.9	9.1	.5

\*Difference between March and June.

Variation Is Great.—A consideration of Tables 1 and 2 must cause us to note above other things the wide variation in the amount of shrinkage of corn in cribs and the consequent variation in the increase of price necessary to compensate for the shrinkage. Obviously there would be no advantage in attempting to compute an average shrinkage from the amount of data at hand. Table 1 shows that the per cent of decrease in weight of ear corn up to and including September of the first year runs from 12 per cent to nearly 20 per cent in the four different trials. Consequently Table 2 shows a necessary increase in price for September, varying between 4.9 cents and 8.6 cents per bushel.

The decrease in weight between December and June in two cases out of four was greater than would be covered by the average increase in price of 6.3 cents between December and May; on the other hand, two of the trials show a similar shrinkage, so that the average increase in price (including the usual five-pound decrease in the number of pounds taken for one bushel) may cover the average shrinkage.

Months of Greatest Shrinkage.—Table 1 shows that the shrinkage for the second quarter is not much in excess of that for the first quarter; the difference being an average of only 2.10 per cent.

The shrinkage for the third quarter, however, is noticeably greater than that of the second, the average difference being 8.70 per cent. Again the shrinkage from June to September averages only 2.10 per cent. By far the most noticeable shrinkage of ear corn in cribs occurs during the months of April and May. After April and May corn suffers only a gradual loss.

Shrinkage of Old Corn.—By consulting Table 1 and observing the shrinkage given for each crib under the heading "Second Year," it becomes apparent that practically all moisture comes out of ear corn during the first year of shrinkage. In the one trial at Sibley, continued through the second year, the shrinkage was 19.6 per cent at the beginning of the year and had only increased to 20.5 per cent by the following September. The Urbana corn also lost only one per cent in weight during the second year. It seems safe to assume that old corn may be stored in cribs, with very slight loss from shrinkage.

#### RESULTS FROM OTHER EXPERIMENT STATIONS.

The Iowa Experiment Station made reports upon shrinkage of corn in cribs in Iowa Bulletins 45 and 77. Bulletin 45 gives data for a single crib, a single year. The following table is reconstructed out of the table of "weekly weights" given in the Iowa Bulletin 45, in such a way as to be comparable with Table 1 of this Bulletin.

Table 3—Shrinkage of Ear Corn by Quarters (Iowa Bulletin 45). Original Weight of Corn is Used as the Base, and the Average of all Weights Taken in the Given Month as the Weight for that Month. Per Cent of Shrinkage Up to and Including Month Given.

Crib.	December.	March.	June.	September.
Iowa .....	8.7	10.5	16.2	19.4

The following table is constructed in a similar manner from data given in the Iowa Bulletin 77. It is made by averaging the shrinkage of four varieties there given:

Table 4—Shrinkage of Corn by Quarters (Iowa Bulletin 77). Average of Four Varieties.

Crib.	December.	March.	June.
Iowa .....	8.3	14.1	20.9

The Michigan Experiment Station reports as follows (Michigan Bulletin 191):

"In the fall of 1896, October 3 and 5, 6 loads of corn amounting to 16,767 pounds were placed in a crib. Most of it was hauled as soon as husked, as the weather was damp and rainy. February 13 following the corn was again weighed. It had lost 5,725 pounds, a little over 30 per cent. This is an extreme case, as the corn was unusually damp when placed in the crib.

"October 21, 1895, 3,310 pounds of ears were hauled from the field in a fairly dry condition on a damp day. The corn was left in the sacks until January 23, when it had lost 359 pounds, or nearly 11 per cent."

Dr. Manly Miles at Houghton Farm weighed corn from certain plots called "north plots" and "west plots," October, 1881. There was a weight of 55,553 pounds taken from the "north plots" and 48,830 pounds from the "west plots." The corn from both series was weighed again in March. The total shrinkage of ears from the "north plots" was found to be 7.41 per cent and from the "west plots" 7.49 per cent.

The Rhode Island Experiment Station Report for 1895 gives results with five varieties of corn. Twenty-five-pound samples of unshelled corn were hung in a corn crib in November, and allowed to shrink till March. The shrinkage ranged from 7 per cent to 22 per cent.

Kentucky Bulletin 26 reports results from eight differently fertilized plots. The corn from each plot was spread on the floor to shrink. The first weight was taken November 11 and the piles were weighed again January 24. The shrinkage ranged from 12.3 to 29.5 per cent.

Data given on page 15 of Kentucky Bulletin 33 show the shrinkage of nine plots of corn fertilized in different ways, between husking time and February 7, to range from 9 per cent to 12 per cent.

#### SUMMARY.

1. The total shrinkage of ear corn in cribs varies widely under different conditions, so that

an attempt to make a statement in average terms would be misleading.

2. In the trials reported in this bulletin the shrinkage ranged from 12 per cent to 20 per cent for the first year.

3. The increases in price necessary to compensate for shrinkage vary correspondingly to decrease in weight.

4. The shrinkage of old corn is very slight compared to shrinkage for the first year.

5. April and May are the months of greatest shrinkage.

[For the "American Elevator and Grain Trade."]

#### REVIEW OF THE GRAIN TRADE OF ST. LOUIS FOR 1906.

BY L. C. BREED.

The receipts of grain at St. Louis during the year 1906 showed a gratifying increase, aggregating 80,271,709 bushels, as compared with 61,839,011 bushels in 1905. The increase was in corn and oats, wheat receipts showing a slight falling off.

St. Louis is the leading soft winter wheat market of the country and controls largely the distribution of this grade of wheat. A quite considerable quantity of hard winter wheat is also marketed here; the receipts of this variety reached 1,764,605 bushels. Receipts from the West aggregated 8,026,630 bushels; from the North and Northwest 6,243,070 bushels.

Receipts in detail are as follows:

Soft winter wheat, cars.....	9,472
Hard winter wheat, cars.....	6,659
Spring wheat, cars.....	591
Mixed wheat, cars.....	157
Durum wheat, cars.....	153
Other varieties wheat, cars.....	123
Soft winter wheat, sacks.....	390,354
Other varieties wheat, sacks.....	878

Shipments aggregated 13,792,358 bushels, of which 386,352 bushels were exported by rail via Gulf ports, and 3,594 bushels via Atlantic ports. The balance was shipped to the East and South for consumptive purposes; city mills took 4,545,000 bushels.

Receipts of corn at St. Louis were largely increased, being 30,725,825 bushels, as against 18,067,905 in 1905, and about the same quantity was received in 1904. Shipments aggregated 22,571,655, of which 1,351,245 bushels were exported and 18,602,612 bushels shipped to the South for consumption.

Receipts of oats at St. Louis were 28,522,420 bushels, and shipments 23,269,290 bushels. The bulk of the shipments went to the South, only 219,957 bushels being exported via the Gulf ports.

Receipts of rye were 543,159 bushels.

Receipts of barley 2,834,300 bushels; practically all of which was taken by home maltsters and brewers.

#### PERIODICITY OF CEREAL CROPS.

Strong evidence of periodicity in the cereal crops of eastern England has been found by Dr. W. N. Shaw, director of the Royal Meteorological Office, in the statistics for 1885 to 1905. A good year follows a bad one in very regular alternation, and a maximum average seems to be reached once in 11 years, with a minimum average at an intermediate period. In 1894, 1896 and 1898, for instance, the yield was abundant, while in 1893, 1895 and 1897 it was deficient. A year of greatest average was 1885, and 1896—11 years later—was another; and in 1886 and 1897 low points were reached. Dr. Shaw has noticed that there is an intimate relation between the rainfall of the autumn months and the wheat harvest of the following year. From such considerations he computed that the eastern counties of England would produce 31.9 bushels of wheat per acre in 1905, and the returns at the end of the season showed an actual yield of 32 bushels per acre.

Send us the grain news from your neighborhood.



[For the "American Elevator and Grain Trade."]  
**RIGHTS OF SELLER WHO FAILED  
 TO TAKE AND PAY FOR CORN  
 WHICH WAS RESOLD AFTER  
 DETERIORATION.**

BY J. L. ROSENBERGER.

A member of the Chicago and Cook County Bar.

In an action by the shippers of a car of corn, they alleged that the defendant had given, through their agent, an order for one carload of No. 2 white corn in sacks; that it was shipped to "order notify" the defendant; that the defendant was notified of the arrival of the corn at Savannah and caused an inspection to be made by the official inspector of the board of trade, by whom the grain was classed as No. 2 white corn, and the defendant notified of this fact. Notwithstanding this, the defendant delayed payment of the draft, requesting that it be held for later payment. During this delay the corn remained on the wharves and was exposed to dampness arising from the river and the fogs prevalent at that season; all of which was known to the defendant. Finally the defendant notified the plaintiffs that he would not pay the draft and accept the corn. At the time of this notice the corn, through exposure to dampness, had deteriorated in value. Later the plaintiffs elected to sell the corn as agent of the defendant and recover the difference between the contract price and the price of the resale. Notice to this effect was given to the defendant, and his consent requested that the corn be sold and the amount realized be held subject to any judgment which the plaintiffs might obtain against the defendant. The defendant consented that the corn be sold to the best advantage for the benefit of all concerned, but this consent was given without prejudice to any rights of the defendant. Thereafter, having secured bids from every grain dealer in Savannah who cared to submit a bid, the plaintiffs sold the corn to the highest bidder for \$200.20, which amount being deducted from the amount of the purchase money left due the plaintiffs \$168.80 as damages.

Now, when one sells goods to another and the vendee refuses to take and pay for the same, the Supreme Court of Georgia says, in this case (appeal of Mendel vs. Miller & Sons, 56 Southeastern Reporter, 88), the vendor has three remedies. He may retain the goods and recover the difference between the contract price and the market price at the time and place of delivery; he may sell the property, acting for this purpose as the agent of the vendee, and recover the difference between the contract price of resale; or he may store and retain the goods for the vendee and sue for the entire price. If the vendor elects to take the second remedy and resell, due notice of the intention to resell must be given to the vendee. It is not necessary that this notice should contain information as to the time and place of sale, but there must be a notice of the intention to sell for the benefit of the vendee. If, after such notice, a sale is properly made and the goods bring less than the contract price, the vendee is conclusively bound by the resale and the amount realized by it. The remedies above referred to, each and all of them, are available even in a case where the goods are shipped to be paid for on delivery, and where payment of a draft is a condition precedent to the delivery of the goods by the carrier to the purchaser.

The contract here was for the sale of corn of a certain quality. The corn was to be shipped and to be paid for before delivery—that is, the vendor retained the title until the corn had been paid for. If the corn was of the quality ordered, the vendee was bound to pay the purchase price on demand and accept the corn when offered. There was no conflict in the evidence as to the terms upon which the corn was sold as to the quality of corn to be delivered. There was a conflict as to the time of delivery, and also a conflict as to what transpired between the defendant and the agent of

the plaintiffs after the corn reached Savannah. But for the purpose of this case the court says that it would be conceded that the corn was shipped in due time. There was little or no conflict in the evidence as to the condition of the corn at the time it reached Savannah and that it was then of the character and quality ordered. There was also little or no conflict with the evidence that at the time of resale it had deteriorated in value, and that this had been brought about by the fact that it had remained upon the wharf in Savannah, subject to the action of the moist atmosphere resulting from the proximity to the river and fogs.

If the corn was not of the quality ordered, of course, the defendant was not bound to accept it at any time. If the corn was of the quality ordered, the defendant was bound to accept and pay for it on demand. The plaintiffs had the right, after due notice of non-acceptance, to treat the corn as the property of the vendee, sell it, and charge the vendee with the difference between the contract price and the price of resale. But in order to exercise this right and bind the defendant by the price at resale it was incumbent upon the plaintiffs to exercise due care in preserving the corn in the condition it was at the time it reached Savannah until a resale was made. If the plaintiffs allowed a condition of affairs to continue which would cause a deterioration in the value of the corn, which it could have prevented by the exercise of due care, the defendant could not be held responsible for the deterioration in value, unless the failure of the plaintiffs to exercise due care resulted from the conduct of the defendant. Whether the corn being allowed to remain on the wharf in Savannah was due to the conduct of the defendant was a question about which the evidence was conflicting. The jury was authorized to find that the delay in removing the corn was due to the dilatory method adopted by the defendant in reference to the payment of the draft. If this was the truth of the case it would not lie in the mouth of the defendant to claim that he should not be charged upon the basis of the value of the corn at the time it was received in Savannah, when the delay and deterioration was the direct result of this conduct. On the other hand, if the truth of the case was that the defendant promptly refused to accept the corn and the failure to remove it from the wharf resulted in its deterioration in value, the defendant would not be responsible for this deterioration, if it should appear that the plaintiffs, in the exercise of ordinary diligence, should have removed it to a place of deposit where such deterioration would not have taken place. The defendant may have given an untenable reason for refusing the corn, that is, that the corn was not shipped promptly; but without reference to this, pending the period that elapsed from the time the corn reached Savannah to the date of resale, the vendor was under obligation to exercise due care in the preservation of the corn until it could be resold.

Furthermore, the court says that as it apprehends the evidence there was no delivery, either actual or constructive. It was true that there was a rule of the Savannah Board of Trade which was in evidence, as follows: "Number of lay days allowed after arrival of goods before subjecting or accepting, five days after being discharged from car or vessel, as case may be." But the court does not think it a proper construction of this rule that a delay of more than five days before accepting or rejecting would, after a lapse of that time, amount to a constructive delivery of the corn.

Nor, as the court apprehends the evidence, does it think that a jury would be authorized to find that there had been any change in the terms of the contracts. The plaintiffs steadfastly maintained the position as a seller of goods with the purchase price payable before delivery. The defendant, with equal vigor, maintained that he was not bound to receive the goods, because they were not of the quality ordered, and that they were not

shipped in due time. In addition to this there was nothing in the plaintiffs' petition to authorize a recovery on any other theory than that the goods were shipped with title reserved, purchase price to be paid on demand before delivery.

The submission of these two issues to the jury, which it seems to the court was entirely unauthorized by the evidence, was prejudicial to the defendant, and a reversal of the judgment rendered for the plaintiffs must result.

### THE STILLMAN BILL.

The Iowa legislature on March 16 completed the passage of what is known as the Stillman Bill, designed to prohibit any and all forms of combination among grain elevator men and the fixing of combination prices. The bill reads as follows:

Sec. 1. That it shall be unlawful for any person, company, partnership, association or corporation engaged in the business of grain dealing or operating any grain elevator, or in buying, selling, handling, consigning or transporting grain, to enter into an agreement, contract or combination with any other grain dealer or grain dealers, partnership, company, corporation or association of grain dealers, whether within the state, engaged in a like business, or with any other persons or organizations whatsoever, for the pooling of prices of different and competing dealers or buyers, or to divide between them the aggregate or net proceeds of the earnings of such dealers and buyers, or any portion thereof, or for agreement upon regulating or fixing the price any other grain dealer or dealers, partnership, company, corporation or association of grain dealers, or any person or organization whatsoever shall pay for grain of any kind or nature whatsoever; or to form, enter into or maintain or contribute money or anything of value to any trust, pool, combination or association of persons, of whatsoever character or name, which has for any of its objects the prevention of full and free competition among buyers, sellers or dealers in grain.

Sec. 2. That in case any person, company, partnership, corporation or association, trust, pool or combination of whatsoever name shall do, cause to be done, or permit to be done, any act, matter or thing in this act prohibited or declared to be unlawful, such person, partnership, company, association, corporation, trust, pool or combination shall be liable to the person, partnership, company, association or corporation injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable attorney's fee to be fixed by the court in every case of recovery and to be taxed as part of the costs in the case, and the property of any person who may be a member of any such trust, pool, combination, corporation or association, violating the provisions of this act shall be liable for the full amount of such judgment.

Sec. 3. That any person, partnership, company, association or corporation subject to the provisions of this act, or any person, trust, combination, pool or association, or any director, officer, lessee, receiver, trustee, employee, clerk, agent or any person acting for or employed by either of them, who shall violate any of the provisions of section one (1) of this act, or who shall aid and abet in such violation shall be deemed guilty of a misdemeanor, and shall upon conviction thereof be fined any sum not less than five hundred dollars (\$500), and not exceeding two thousand dollars (\$2,000), or imprisoned in the county jail for a period not exceeding six (6) months, or both, at the discretion of the court. That half of the fine imposed shall go to the person or persons who furnish information or evidence on which a conviction shall be founded.

According to a report by the Nebraska Railroad Commission the railroads on March 5, a given date, for which a report was demanded, had demands for 3,161 cars and had but 1,397 available empties.

In a recent issue the Daily Press of Sioux Falls devotes considerable space to a display advertisement in which it announces its desire to cooperate with the farmers in securing good seed corn. It tells of the agricultural college report to the effect that not more than one third of the corn grown in South Dakota last year will germinate and signifies its willingness to publish names of persons having good seed corn to sell.



**A WALL STREET CHART.**

You buy a hundred shares of stock  
Your fortune fine to crown,  
And with the most unerring aim  
It goes right down.

You think to sell a hundred short  
And drink of fortune's cup,  
And with a most unseemly speed  
It walks right up.

You plan to catch it either way,  
A very knowing cuss,  
And with amazing promptitude  
It whipsaws thus.

No matter what you try to do,  
You're certain to be caught;  
Your margin, once so big and fat,  
Will shrink to 0.

—McLamburgh Wilson in New York Sun.

**COMMUNICATED**

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

**CARS IN POOR CONDITION AT ST. LOUIS.**

*Editor American Elevator and Grain Trade:*—Below please find statement of the number of cars examined by this department and found to be in poor condition and not properly sealed during the month of March, 1907.

	Elevators and Team Tracks.	Hold Tracks.
Leaking at grain door.....	295	32
Leaking over door.....	2	7
Leaky boxes .....	376	342
Leaking end windows.....	42	22
Cars not sealed.....	1,112	220
End windows open.....	73	15
End windows not fastened.....	436	14

yours truly,  
St. Louis, Mo.

H. J. McGEE, Supervisor.

**CROP OUTLOOK IN NORTHWEST.**

*Editor American Elevator and Grain Trade:*—Soil conditions throughout Minnesota and the Dakotas are excellent. There is plenty of moisture and the frost is going out of the ground much earlier than usual. There are places in North Dakota where there is still some snow, but, generally speaking, the ground is bare and the roads are getting in shape so that farmers can make preparations for spring work.

The heavy snows during the winter made many people fearful that the Red River Valley would be wet again this spring, but, fortunately, that is not the case, and there is little indication of any difficulty from that source. In fact, the prospects are better there to-day than they have been at this time for five years.

In Southern Minnesota and South Dakota every farmer is busy with wheat seeding or other field work. Many farmers report a large acreage already sown.

In South Dakota, where the work is further along than in Minnesota, indications are for about the same acreage of wheat as last season, of which a somewhat smaller per cent will be durum.

Barley, flax and oats will probably each show larger acreage than in 1906. Many new farms are being opened and much new land will be put in crop. We think the acreage of durum will be increased in North Dakota.

Seeding in South Dakota and Southern Minnesota is about ten days in advance of the average

date, but in North Dakota and Northern Minnesota there is no prospect that the work will be accomplished earlier than usual.

Yours truly,

THE VAN DUSEN-HARRINGTON CO.  
Minneapolis.

**OHIO SEED TRAINS.**

*Editor American Elevator and Grain Trade:*—I presume you and your readers will be interested in knowing something about the second and third agricultural special trains run in the state of Ohio. We left Columbus over the B. & O. S. W. Tuesday morning, April 2, and finished on that road on Wednesday night, leaving early the next morning over the Pennsylvania, and wound up at Columbus Saturday night, April 6.

Lectures were given in sixteen counties, and the total attendance was something like 4,200. The trains were run on schedule time, and it was necessary occasionally to run as high as eighty miles an hour. The farmers turned out in good shape and were very much interested, stating that the time was too short. St. Paris, Ohio, turned out a big crowd. It was necessary to give two corn lectures at once, one in the baggage car and the other in the coach. Alfalfa attracted fair crowds at some stations and not so many at others.

The party aboard consisted of Professors Price, Foord and McCall from the College of Agriculture of the Ohio State University at Columbus, and Professors Williams and Kyle of the Agricultural Experimental Station at Wooster, with the officers and some members of the Ohio Grain Dealers' Association. Yours very truly,  
Toledo. FRED MAYER.

**THE ILLINOIS GRAIN DEALERS' ASSOCIATION.**

*Editor American Elevator and Grain Trade:*—There was a meeting of the directors of the Illinois Grain Dealers' Association at the Great Northern Hotel, Chicago, on Friday, March 30. Those present were E. M. Wayne, president, Delavan; H. I. Baldwin, treasurer, Decatur; directors, George C. Dunaway, Utica; J. E. Collins, Garrett; James L. Brainerd, Springfield; W. M. Webster, Poplar Grove; E. C. Boyer, Tampico; and S. W. Strong, secretary, Pontiac.

Reports from all the directors were that the Association was in a very excellent condition in their districts. President Wayne made a report of the Uniform Grade Congress, held at Chicago, December 11, 12 and 13, 1906, also of the Reciprocal Demurrage Convention, held at Chicago, January 4 and 5 last.

The secretary reported that on January 8, 1907, the custom of taking car dockage at the Chicago market was discontinued; and that on March 22 the rule allowing a dockage of 100 pounds per car at East St. Louis was also repealed, and that there is no dockage now permitted or tolerated in the state of Illinois. This action of the Chicago Board of Trade and of the Railroad and Warehouse Commissioners will make a saving of several hundred thousand dollars to shippers to those markets; and the Illinois Grain Dealers' Association is entitled to great credit for their efforts in having this custom discontinued.

A suggestion was made that Secretary Strong correspond with the secretaries of the Iowa, Nebraska, Kansas and Ohio Grain Dealers' Associations with a view of taking concerted action relative to the custom of taking elevator dockage at other terminal markets, particularly at Memphis and New Orleans.

A committee, consisting of President E. M. Wayne, Director James L. Brainerd and Secretary S. W. Strong, was appointed to have general charge of the fourteenth annual meeting of the Association, to be held at the Auditorium Hotel, Chicago, June 11 and 12 next.

President E. M. Wayne reported that A. L. Culbertson, of Delavan, had been employed as assistant secretary, to visit the dealers throughout Illinois, ascertain their wants, and consult

with them as to matters relating to the work of the Association.

I think there is no doubt that there will be more grain dealers in Chicago at the fourteenth annual meeting of the Association than at any other time in the history of the trade. An interesting and instructive program is being prepared, and there will be a general entertainment for the membership, with special entertainment for ladies. All dealers are invited to bring their ladies to the meeting. The railroad associations have promised the usual reduction of fares, and the Auditorium Hotel has made a rate of \$2 per day for one individual, or \$3 for two per room.

Very truly yours,  
Pontiac, Ill. S. W. STRONG, Secretary.

**ENTERTAINMENT FEATURES EXPENSIVE.**

*Editor American Elevator and Grain Trade:*—In reference to the time and the place of holding the next Grain Dealers' National Association meeting, I have already given reasons why I favor Chicago, but there is some talk that Chicago might not care to entertain the convention.

I don't believe in asking Chicago receivers to go to the expense of entertaining the convention. They have done so many times, and last June did themselves proud in furnishing the members a banquet that was one of the best and enjoyed by all. I believe the Association should not ask citizens of any particular city to go to heavy expense for the purpose of entertaining the members. I understand the National Hay Association held its last meeting at Put-in-Bay, and will hold this year's at Niagara Falls, to get away from the necessity of any particular market's spending a lot of money for their entertainment.

My idea of a convention is one similar to the Uniform Grade Congress. We all put in many hours of hard work during the day, as well as in the evening, and were there for business, not pleasure. Of course if the next meeting is held at Chicago, and the people there are determined to give the members some entertainment, I am sure everyone will be delighted to participate, and be very thankful; but I believe in cutting the entertainment feature out. Yours very truly,

FRED MAYER, Second Vice-President.  
Toledo, Ohio.

**ATTITUDE OF THE W. U. TELEGRAPH CO.**

*Editor American Elevator and Grain Trade:*—Under the impression that it will possibly interest the members of boards of trade and the grain trade generally to know how our hedging transactions are regarded by The Western Union Telegraph Co., we beg to leave to submit the following verbatim copy of their answer to our petition in a certain suit, growing out of a palpable error in the transmission of a message whereby we lost \$320:

"In the Circuit Court of Jackson County, Missouri, at Kansas City: The Kemper Grain Company, plaintiff, vs. Western Union Telegraph Company, defendant.—Comes now the above-named defendant and by way of amended answer to the petition of the plaintiff filed herein, denies generally each and every allegation in said petition contained.

"By way of further defense to said petition defendant avers that if defendant sold any wheat for September delivery, as alleged by plaintiff to have been made, at eighty-two and seven-eighths cents per bushel, said sale was not a bona fide sale, and that it was not intended that any wheat should be delivered under the terms of said sale and that no wheat was delivered thereunder, and that such pretended sale of wheat for September delivery was a gambling transaction, without consideration, against public policy and void in law.

"Wherefore, having fully answered, defendant prays that this action be dismissed and that it recover its cost expended herein.

"Signed (KARNES, NEW & KRAUTHOFF,)

"Attorneys for Defendant."

The transaction was briefly as follows: On



August 4, 1904, we wired an offer of 85½ Kansas City for No. 2 hard wheat to the Macksville Lumber & Grain Co. of Macksville, Kan., and received their wire acceptance for 10,000 bushels. On the opening the next morning we sold 10,000 September wheat (our bid having been based on the September price) and sent them by mail a confirmation for this amount. It then developed that their intention had been to accept only on 2,000 bushels, but the message was garbled; and when we took in the hedge on the 8,000 bushels, we did so at an actual loss of \$320, and our action was to recover this amount.

They did not deny the error, and their only defense was along the line indicated in the petition above.

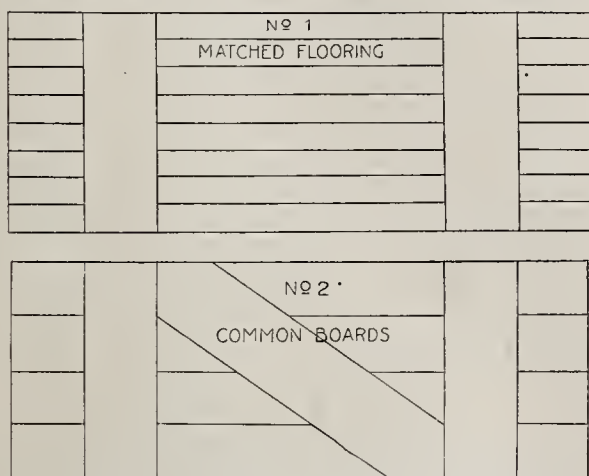
Yours truly,

THE KEMPER GRAIN COMPANY.

Kansas City, Mo.

### SUGGESTION RE GRAIN DOORS.

W. McCallister, chief weigher of the Cincinnati Chamber of Commerce, in his recent annual report, suggests that "stronger grain doors should be made to stand the strain of the increased capacity of the cars;" and he shows drawings of two types of door—one made of matched lum-



SUGGESTED FORMS OF GRAIN DOOR.

ber, the other out of common boards. Doors constructed after either one of these patterns will no doubt hold the grain. The outside of battens will be inside of door posts. Grain doors should extend eight inches beyond the door posts, and 10d. wire nails used. Battens should be 12 inches wide. Shippers should be careful not to load grain above the level of the grain doors or end windows.

A thorough examination and seal record should be taken by every shipper, that he may be able to protect himself if any loss occurs in transit.

### HOT CORN AT NASHVILLE.

A daily newspaper at Nashville, Tenn., of recent date, says that heavy damage has been sustained by practically every grain dealer in Nashville on account of the abnormal amount of hot corn which is in transit. Six hundred cars, it is estimated, accumulated in Nashville during the first ten days of April, and it is said that one concern is loser to the extent of \$6,000.

The losses actually sustained and expected have been large enough to be serious to the grain interests, and are further accentuated by heavy rejections in the South.

On shipments stopped at Nashville the percentage of loss will not be so heavy, although the total will probably be large enough, because the two driers there, owned by the Nashville Warehouse & Elevator Company and the Hermitage Elevator Company, have been able to condition about twenty cars a day, and so curtailed the losses of the shipping trade. Corn that passed through these driers is safe and there is a constant demand to crowd the driers to their limit. Still, running at full capacity and taking no time for cleaning and shut-downs, it would take the two driers thirty days at least to clean up all the corn that has accumulated. The capacity of the driers, as far as the general public is con-

cerned, has been reduced by reason of a contract made before the situation became serious, with the Updike Grain Company, operating one of the biggest strings of elevators in the West, which consigned 150 cars of corn from St. Louis to Nashville to be dried, St. Louis, one of the largest grain markets in the country, having no drier. The situation will gradually become less grave on account of the railroads coming to the aid of the grain men with the embargo.

### GEO. H. B. JOHNSON.

Geo. H. B. Johnson, the newly elected president of the Milwaukee Chamber of Commerce, is a member of the firm of E. P. Bacon & Co., one of the oldest and best-known firms of grain commission merchants in the West, Mr. Bacon having been a member of the Chamber since 1865. Mr. Johnson himself became a member in 1876, and for twelve or fourteen years was an employe



GEO. H. B. JOHNSON.

of the firm of which Mr. Bacon was a member before himself becoming the "Co." of E. P. Bacon & Co. So that in advancing Mr. Johnson to the presidency the Milwaukee Chamber honors one of its historic firms and one of its most conspicuous members.

### CAR SHORTAGE IN INDIANA.

Vice-President Fairbanks on his returning to Washington from his St. Patrick's Day trip to the West, apropos the railroad situation, said: "It seems to be very serious. I have not been able to get my corn shipped from my barn out in Illinois. It has been waiting there since last fall to get to market. My brother, who has a farm in Central Illinois, had a like experience. There seems to be a congestion of freight, a shortage of cars. It's just as bad in Indiana as in Illinois."

The Vice-President did not say the situation in Indiana is still worse, but it probably is. About the time Mr. Fairbanks was telling his own difficulties it was estimated that 5,000,000 bushels of corn was held in elevators that should have been hauled away weeks before. Under the circumstances the announcement that rates would be advanced on April 1 met with a prompt protest. It meant, in addition to the other direct losses occasioned by delays since last fall, and extra assessments for taxation on grain that should long ago have been consumed, a further loss of \$60,000 to \$70,000 in freight charges. The advance has been suspended until May 1, but even that concession to public opinion will be insufficient to compensate the trade for the wretched service of the winter season.

### [For the "American Elevator and Grain Trade."] RAILROAD INEFFICIENCY ON THE PACIFIC COAST.

BY A. G.

More than 10,000,000 bushels of wheat in the elevators in the Palouse district, south of Spokane, 1,000,000 bushels exposed to the weather at stations along the Hill and Harriman lines and no indication that the railroads will be in position to move it within the next seven months, or three months after the new crop has been harvested, tells in brief the condition which exists in Washington. The mills are facing tremendous losses in business and damage suits, certain to follow, because they cannot fill orders. They have appealed to the State Railway Commission for relief, employing also prominent legal talent to carry the case into the courts quickly and vigorously.

Moritz Thompson, president of the Centennial Mills Company of Spokane, one of the foremost millers in the Pacific Northwest, declares there is a deliberate policy on the part of the railroads to discriminate against the millers in favor of through freight, the car shortage having become so serious. He added:

"The public has no need of the situation the millers of this country face because of the failure of the railroads to give us cars. We can't run our mills without wheat and we can't get the wheat without the cars. There are now stored in warehouses in the Palouse and Big Bend countries more than 10,000,000 bushels of wheat, all of which should have been moved by this time. All of this wheat has been paid for and the farmers have received their money for it; but where do we stand with millions of dollars tied up in wheat we can't move? The railroad officials told us last Saturday that the very best they can promise us in the future is 1,500 cars a month. The average load for one car is 1,000 bushels. At that rate it would take us seven months to move the wheat now ready for milling. In four months there will be a new crop coming on, and our difficulties will probably be increased by a drop in the price of wheat of about 10 cents a bushel. That means a big loss to us that can be traced directly to the poor facilities furnished us by the railroads.

"Take our own mills, for instance. We have orders on our books from the Orient for 1,750,000 sacks of flour. With mills running at hardly half capacity we cannot fill them. Many of these orders are under contract and our customers are threatening to bring suit to compel us to carry out our obligations. Not the least of our trouble is the cable tolls we are obliged to pay out for explanatory messages stating the conditions.

"The present service does not permit us to run half our mills and for that reason most of our machinery is shut down. Even when we do get cars at the mills and unload them we are not allowed in many cases to use them for shipping out flour and feed. The railroad tacks a "bad order" card on the car and it is moved to a sidetrack. There it joins other cars reserved in a like manner until sometimes there are strings of one hundred cars awaiting the arrival of one of the steamships from the Orient. As soon as a big ship gets in the cars are found to be in good order with great rapidity. Cars we should have had are then used to haul through freight from the Orient to the East, while the local shipper can wait until the road can get other cars for his needs.

"If the railroads would stop the universal practice of going out for contract freight and giving the better part of their car service to hauling cotton and other products intended for export and give their attention to handling tonnage that originates along their own lines, we would have little of the trouble that is now ruining our business. The millers of Puget Sound are losing hundreds of thousands of dollars by this car shortage. We have even taken to buying flour from mills in other states in order to fill at least a few of our orders and not lose all of our trade.

"I have no preference to give the railroads in



the matter of service. One is just as bad as another. From all of the officials we get the same answer when we go to them with our grievances. They hold up their hands and exclaim that the railroads are doing the best they can, and further than that they can promise nothing.

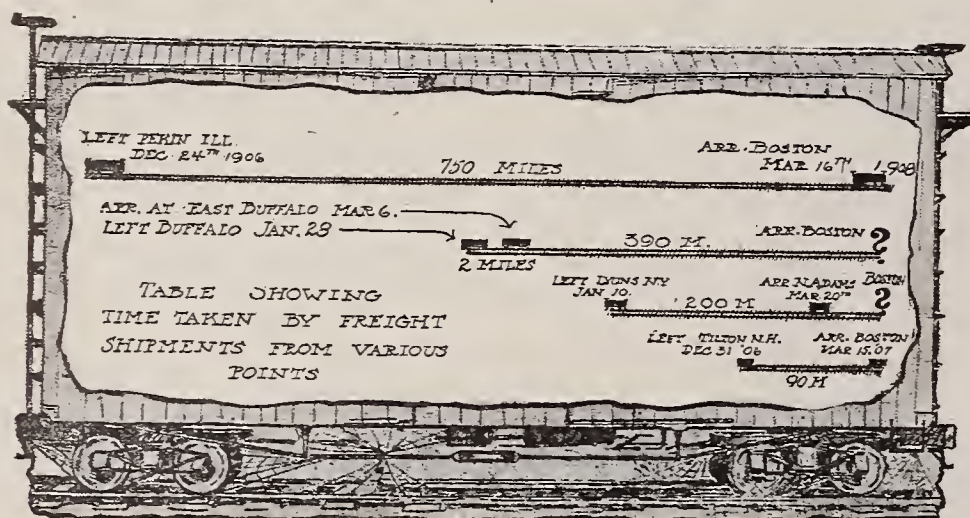
"We have only our resources left—to appeal to the state and see if here cannot be found some way to compel the railroad companies to attend more strictly to the legitimate ends of the transportation business and let the stock manipulating ends rest, for a while at least."

### BOSTON DEALERS COMPLAIN.

The discovery that Boston has, temporarily at least, ceased to be commercially the second port of the United States has unpleasantly affected New England, as the fact itself has been damaging to Boston's business. Boston has, in fact, suffered greatly by delays in forwarding freight of all kinds for export, grain especially, which has been so badly delayed that repeatedly, this crop season, chartered vessels have been com-

Milwaukee are delayed, and when they finally arrive are often in unsalable condition, and even if they are salable the prices must be advanced in order to make up for the lack of supply. For instance, hay has gone from \$17 and \$18 a ton to \$23, and has finally reached the point where cattle owners throughout New England are refusing to buy and the grain dealers are shipping simply to hold trade where they can. The average loss through the spoiling of goods in transit is placed at from \$50 to \$300 a car, while the average loss of interest amounts to \$7. Shippers cannot tell who are their regular customers because of the mad scramble of the trade from one office to another."

A number of specific instances have been cited by the grain men. One man claims that corn shipped from Milwaukee has remained in transit from five to sixteen weeks, when the distance could and should be covered in from fourteen to eighteen days at the most. Dealers connected with the Chamber of Commerce claim that as a result of these delays at least 60 per cent of the corn is heated on arrival and that altogether



THE WAY GRAIN IS RUSHED TO BOSTON.

pelled to sail with but half cargoes and in certain instances without any grain at all.

On April 1, then, a concerted movement was begun by no less than 300 grain dealers, brokers and merchants of Boston to secure the passage by the state legislature of a reciprocal demurrage law as a means of correcting this serious condition of railroad transportation, the law of West Virginia being taken as the model.

Vice-President Van Etten of the B. & A. R. R. attributes the delays on that road in getting grain from Buffalo to Boston to the severity of the winter. Mr. Van Etten declared his belief that no court in the land would sustain such a reciprocal demurrage law. Such a statute would simply act as a privilege to rob the railroads.

The merchants of Boston think the reason of the delays is that the New York Central, the Boston end of which is the Boston & Albany, takes all the long hauls, and so, as the controlling road, carries them as far along its own tracks as possible. In the specific instance of cars bound for southern Massachusetts points, which of necessity have to be delivered over the lines of the N. Y., N. H. & H., and which in the past have been transferred to the latter's tracks at Fishkill, N. Y., and other points on the Hudson River, are now carried to Springfield, Worcester and South Framingham. The result is that the Boston & Albany collects the major part of the earnings, but the cars get blockaded and the merchants who are vainly waiting for their goods suffer.

Nor are the delays in the delivery of cars the only grounds for complaint which the merchants and shippers of the Chamber of Commerce have against the railroads, for it is claimed that all that they have thus far been able to collect for damage, loss of custom and other loss has been promises. One large Boston merchant in explaining the difficulty said:

"Goods ordered months back from Chicago and

too large a percentage is completely spoiled. Dealers in oats assert they have found the railroads ever ready to offer excuses in place of damage payments.

Secretary Daniel D. Morss of the Chamber of Commerce says: "The shortage of grain has raised the prices, and everybody has suffered."

### STILL TALKING SUPERIOR.

W. C. Macfadden, secretary of the North Dakota Bankers' Association, who has been appointed a member of the Wisconsin Grain Commission and who was recently in Superior on official business, said:

"The bankers have not receded from their position, but I am unable to say just what the farmers have done about the building of a terminal elevator here, as was proposed. The two organizations of farmers recently formed have united, however, and will work together in perfecting plans already formed.

"The agreement of Louis Hill of the Great Northern, to lease one or two of the smaller elevators which the road owns here, is valueless on the terms named. When we consulted with him at St. Paul he verbally agreed to lease them at a figure that would net the road 4 per cent on its investment, but later when it came to putting it in writing he wanted what we figured out to be about double that. The sum of \$70,000 annually was demanded as rental and in addition the lessees were to make all repairs, to get power from the big elevator leased by A. D. Thomson, and a number of other restrictions were imposed, which made a deal practically impossible. The farmers are in earnest and I have no doubt but that they will accomplish their ends."

New England has suffered during the winter and spring for feed grain and feeds of all sorts; and all the larger towns lived for weeks on the very verge of actual absence of grain.

[For the "American Elevator and Grain Trade."]

### RESPONSIBILITY FOR FREIGHT RATE QUOTATIONS BY LOCAL AGENTS.

Since the Ohio State Grain Dealers' Convention held at Columbus last fall, correspondence has been going on between Mr. H. S. Grimes of Portsmouth, Ohio, and Mr. E. E. Clark of the Interstate Commerce Commission, of Washington, D. C., relative to a question that was brought before the Ohio State Association as to whether or not the railroads could be held responsible if freight quotations were made by their officers to a shipper when these quotations conflicted with their tariff rates, for, according to the recent railroad laws, it would be necessary (in fact, obligatory) on the part of the railroads to collect the tariff rate regardless of any rate that had been given. Therefore, if a shipper based a sale upon the rate given by a railroad agent, and if the tariff rate should be higher, the result would be a loss to the shipper of the difference between these two rates.

It was felt at this meeting that there should be some recourse; and that was the reason the matter was taken up. The result shows there is no recourse, except by litigation; for to refund the difference a railroad would be subjecting itself to the usual fine for rebates.

I send you herewith the latest communication received by Mr. Grimes from Mr. Clark, which is self-explanatory. It is only a question of time when all freight rates will be so adjusted that there will be no occasion for an error of any kind on the part of railroad officers in quoting rates, although it may take six months or more to accomplish this. The letter referred to is as follows:

Washington, D. C., March 18, 1907.

Mr. H. S. Grimes, Grain Dealers' National Association, Portsmouth, Ohio.—Dear Sir:—I have your esteemed favors of the 8th and 12th instant, the latter inclosing a letter to you of March 11 from Mr. H. L. Goemann, formerly president of your Association.

I am not insensible to the embarrassments and annoyances that come to shippers under the present condition of transportation and of railroad tariffs. The facts are that in years gone by the railroads have been "getting the business" and have been "protecting the rate" of all competitors, regardless of what rates were quoted in their own tariffs. Claims of overcharge were readily adjusted if it was shown that a lower rate was available by some other route or gateway. The result of those practices was naturally neglect of tariffs, and when the new law became effective and people realized that it was going to be enforced, an enormous amount of work was necessary in order to get the tariffs and practices in line. All that it has been possible to do by employing all available tariff and rate clerks and by taxing the facilities of the printing offices is being done to improve the character of tariffs and to eliminate the many inconsistencies and inaccuracies which they contained. The Commission has issued regulations relative to construction and filing of tariffs, which will make far greater simplicity and clearness and which will go far to improve conditions.

I am sure that you realize that if this Commission should issue any ruling or decision that would permit a carrier to protect a rate erroneously quoted by one of its agents, which rate was lower than that carrier's published tariff rate, it would simply be the widest license for rebates.

We are doing all that we consistently and lawfully can do to assist in bringing about the desired conditions, with the least possible inconveniences and embarrassments to shippers, but under no circumstances can we adopt a ruling that would nullify a substantive provision of the law or that would have the effect of legalizing the very things that the law reprehends and prohibits.

We are trying to impress upon traffic officials of the railroads the importance of having their representatives and agents quote rates accurately and correctly and give correct and proper routing to shipments. Some further administrative rulings are contemplated in the immediate future which we think will assist in this direction.

Attention is called to the fact that the Supreme Court of the United States some time ago decided that a carrier must charge and collect its tariff rate, even though by error or intent some agent or representative has quoted a lower rate.



I do not want to be understood as encouraging litigation. I hope that we will soon have conditions and practices that will obviate the necessity for any of it, but in the event of a shipper meeting a loss as a result of a contract made with him by a representative of a carrier for shipments under a rate lower than the carrier can lawfully accept, I cannot help but feel that it is a question for decision at the hands of a court in equity, and not for this Commission.

Very truly yours,

E. E. CLARK, Commissioner.

### WHEAT STORAGE AND SALES CONTRACTS.

Questions arising from the storage of the farmers' wheat come up so often that by request we give three forms of wheat storage contracts which

sion. The indictment alleged that the schedule of rates which have been fixed by law are too voluminous to be mentioned in full. Mr. Butler claimed that the substance of the tariff on rates should have been mentioned.

The third allegation was that it is not sufficient for the indictment to state that the tariffs had been published and filed by the Great Northern Company in accordance with the ruling of the Interstate Commerce Commission, but that it is incumbent upon the Government to show in the indictment that the tariffs and schedules were posted in two conspicuous places in the freight offices of the Great Northern road.

Assistant United States Attorney Ewert in reply showed that the indictment stated that on July 31, 1906, the W. P. Devereux Company

He further stated that at no time had the refund or elevator charges been paid back in secret or confidential manner, but always by check sent through the regular United States mails. The jury found the road and the responsible individuals on trial guilty.

On April 6, agreeing to a stipulation of facts in fifteen counts involving illegal rebates, the Great Northern road was found guilty and fined \$15,000 by Judge Page Morris in the Federal District Court. This handling of the case is to facilitate an appeal by the road to the Federal Circuit Court of Appeals on the question as to whether or not it is possible to bring prosecution under the Elkins law on charges which the road alleges are covered in the new Hepburn law. With the appeal in view the proceedings in court were merely perfunctory, both sides stipulating that the fine imposed should in no way be considered a precedent in other cases.

### IOWA LANDLORD'S LIEN LAW.

At the request of Secretary Wells of the Iowa Grain Dealers' Association a prominent firm of lawyers of Des Moines has examined a new landlord's lien law of that state which gives to landlords a lien for rent upon the crops of their tenants grown upon the leased premises, and are of the opinion that the law is in no sense a violation of either the state or the federal constitutions.

"The suggestion," they say, "that the statute is objectionable as class legislation is without merit. True it is that the law is only available to those persons who own property which is let out to tenants, and that those persons, when that phase of their occupation or means of livelihood is alone taken into consideration, constitute a class by themselves; but it is equally true that this means of employment or livelihood is open to all persons, and that the law operates alike not only in favor of all persons so engaged but against all persons who are tenants raising crops. Among such persons there is no preference under the statute; all have like security and all are limited by the same restrictions.

"Similar laws are in force in most of the states of the Union and have been for many years, and have for the most part not only received the approval of the people but have in a few instances received the sanction of the courts when the question of their constitutionality has been raised. The liens given by statute in most of the states to mechanics, material men, innkeepers, warehouse men, etc., are open to the same objection that has been suggested with reference to the landlord's lien law of this state. The most of these statutes have at some time been held not to be in violation of the constitution as class legislation. They have come to be regarded as the well settled law of the land, and are no more objectionable as class legislation than any other law which does not affect all of the people simply because they do not all happen to be engaged in the occupation to which the legislation refers or is applicable."

In response to a request of the Commercial Exchange the dockage taken by the grain elevators at Philadelphia has been reduced from 70 pounds per car to 50 pounds on a 100,000-pound car, 45 pounds on a 66,000-pound car and 30 pounds on cars of smaller capacity.

H. S. Grimes of Portsmouth, Ohio, was elected president of the Ohio Shippers' Association at its recent meeting at Columbus. There were over 75 delegates in attendance at the meeting, representing the leading shipping interests of the state. The association is to be congratulated on its selection of Mr. Grimes for its president, as he is a broad-gauge man in every sense, and has a wide acquaintance with Ohio manufacturing and shipping interests.

**M. S. M. A.**  
Wheat Storage Contract.  
No. .... Form A.  
..... 190....  
To .....  
for ..... bushels of wheat  
and ..... lbs. of flour  
and ..... lbs. of feed.  
Stored at owner's risk.

**M. S. M. A.**  
Wheat Storage Contract.  
No. .... Form B.  
..... 190....  
To .....  
for ..... bushels  
of wheat stored at owner's risk.

**M. S. M. A.**  
Wheat Sales Contract.  
No. .... Form C.  
..... 190....  
To .....  
for ..... bushels of  
wheat to be delivered within  
days from date, at .....  
per bushel, or .....

No. .... **Wheat Storage Contract.** Form A.  
..... 190....  
RECEIVED OF .....  
..... bushels of wheat in exchange for ..... pounds of flour and ..... pounds of  
feed. Said flour and feed are to be stored by us, not to exceed ..... days, without expense to, but at the risk of,  
said ..... and the same are to  
be delivered to him at the mill on demand.

No. .... **Wheat Storage Contract.** Form B.  
..... 190....  
RECEIVED OF .....  
..... bushels of ..... wheat to be stored for ..... days at his risk from fire. It is agreed  
that we shall purchase said wheat on any day intervening at option of owner at a discount of ..... cents per  
bu. from the market price of that day. The title of said wheat is not to pass to us until purchased.

No. .... **Wheat Sales Contract.** Form C.  
..... 190....  
BOUGHT OF .....  
..... bushels of ..... wheat to be delivered within ..... days from date, for which we agree  
to pay ..... per bushel, or ..... cents less than the market price on any inter-  
vening day on which said ..... may demand payment.

were drawn up some years ago by Prof. B. M. Thompson for the use of Michigan millers.

These forms are for the common contracts which millers have with farmers. They are explicit. The first contract is a simple bailment; the second is the same. In neither case is the miller liable in case of fire. The third is a future delivery contract that matures into a sale when the wheat is delivered. Any local printer can follow these forms and produce for the miller a contract that is definite as to liability.

### MINNESOTA REBATE CASES.

On April 1 Judge Lochren at Minneapolis overruled the demurrer of the W. P. Devereux Company, one of the grain shippers indicted by the federal grand jury last fall on the charge of rebating. Following his ruling, Pierce Butler, attorney for the company, pleaded not guilty to the charge of rebating.

The other indicted grain shippers, the McCaull-Dinsmore Company, the Ames-Brooks Company and the Duluth Milling Company, whose demurrers were overruled by Judge Page Morris last February, also entered pleas of not guilty.

The arguments on which the W. P. Devereux Company based its demurrer were practically the same as those used by the Standard Oil Company, now on trial in Chicago; to wit, that the indictment failed to show that the shipments alleged to have been made by the Great Northern R. R. Co. were not within the class of such shipments as exhibits for state fairs and shipments for charitable purposes, which have been exempted from the payment of a fixed rate under the act of the Interstate Commerce Commis-

sion. The indictment alleged that the schedule of rates which have been fixed by law, and that oats are not mentioned as exempt from the payment of a fixed rate. The allegation that the substance of the tariff should have been mentioned he dismissed by showing that other court rulings had held that in such an indictment it is only necessary to set forth the legal effect of the tariff. The question as to whether the allegation in the indictment was sufficient as to the manner in which the tariff and schedules of rates had been posted, Mr. Ewert admitted, seemed to be of merit. But the Supreme Court had ruled in a similar case that a shipper cannot take advantage of the fact that a railroad had not posted the tariff rates.

Before Judge Page at St. Paul, a simultaneous hearing was on of the cases against the Omaha road and the Spencer Grain Co. This case involved a rail and lake shipment, the arrangement having been made for a through shipment for the Spencer Company, and the question seems to be whether the elevator allowance of 1½ cents was legitimate on a through shipment. The defense holds the allowance is legal, and in defending Judge Wilson said that the Omaha (C., St. P., M. & O.) road, during the year when the rebates are charged, in order to meet the rates of competing roads and to obtain the business of local grain companies, offered to allow the grain companies the elevator charges provided they would ship by that road. He claims that these charges were perfectly legal and just, and to the advantage of the public, as they increase competition. These allowances, he said, were given on no grain shipped to Duluth or Superior not billed through to Buffalo.



## IN THE LEGISLATURES.

**RAILROAD LAWS.**—The following is a summary of the reciprocal demurrage and other railroad laws as passed or pending in the various state legislatures now in session:

Alabama.—House passed a reciprocal demurrage bill. A new railroad commission has been created.

California.—A reciprocal demurrage bill has been introduced in the Senate, which provides that if the shipper applies to a railroad to provide him with cars within a specified time and the railroad fails to provide them within that time the shipper may collect \$25 per car for each day's delay.

Georgia.—A bill in the House, creating a railroad commission with powers to fix rates.

Illinois.—A reciprocal demurrage bill pending.

Indiana.—A reciprocal demurrage bill has passed the House.

Iowa.—Reciprocal demurrage bills are pending in both houses.

Kansas.—Senate has passed a bill authorizing railroad commissioners to designate terminal points within the state and to require the railroads to maintain terminals at these points for receiving shipments of freight. Bill pending to abolish the Missouri Valley Car Service Association. Both houses have passed a bill reducing rates on grain and grain products 15 per cent, and coal rates 18 per cent.

Michigan.—Bill has been introduced providing for reciprocal demurrage.

Minnesota.—A bill has been introduced requiring the Railroad Commission to put in force a distance tariff, the rates to remain in effect until overruled by the courts. The House has passed the reciprocal demurrage bill.

Missouri.—Reciprocal demurrage bills have been passed by both houses. Governor Folk in a message urges the passage of a maximum freight rate law.

Montana.—A law has been passed increasing powers of State Railroad Commission.

Nebraska.—Reciprocal demurrage bills are in both houses. A bill was passed by both houses reducing the maximum freight rates on grain from 14 to 20 per cent.

New York.—A reciprocal demurrage bill has been passed.

Oklahoma. — Constitutional Convention has adopted provisions prohibiting the consolidation of railroad companies and forbidding railroad ownership of mines and other agencies of production.

Oregon.—A bill has been passed calling for the establishment of a railroad commission and the fixing of maximum freight rates, and providing for reciprocal demurrage. The law fixes the demurrage charge at \$2 per day; and the railroad is given 5 to 20 to furnish cars as ordered.

Pennsylvania.—A Senate bill provides for the creation of a railroad commission. Bills introduced in the House make railroad companies liable for loss by fire originating upon the right of way of the railroad or upon adjacent land when caused by sparks from a passing engine, and provide that the existence of fire shall be prima facie evidence that it was caused by the railroad.

South Dakota.—Bills have been introduced to require all railroads, express, telegraph and telephone companies to reduce their rates 25 per cent; to levy reciprocal demurrage; to declare void all rules of contracts by which carriers seek to limit their common law liability; to prohibit railroads from closing any station or removing any agent without permission of the State Railroad Commission; to require the installation of telephones in freight and passenger depots. Both houses have passed a reciprocal demurrage measure.

Texas.—A reciprocal demurrage bill is pending, old law having been declared unconstitutional by United States Supreme Court.

Utah.—A bill in the Senate making railroads liable for any loss sustained by reason of their failure to immediately transport goods and merchandise, and imposing a fine of not less than \$1,000 and not more than \$10,000 if settlement is

not made within ten days after due notice of loss has been given.

Washington.—A demurrage law has been enacted; demurrage, \$1 per day; when a shipper asks for not to exceed ten cars they shall be furnished within six days.

West Virginia.—A bill creating a railroad commission has been killed. A reciprocal demurrage bill pending fixes a penalty of \$1 per day to be paid to shipper for every day over four which may elapse from the time he orders a car until it is set on the siding.

National Government.—It is proposed to have the Interstate Commerce Commission make a valuation of the physical properties of the railroads with a view to reducing rates so that no line shall make more than what may be considered a fair profit upon its investment.

**OTHER BILLS AND LAWS.**—It is impossible to give a perfect summary of the conditions of all bills for laws affecting the trade at this moment, as their status as well is in a daily state of flux. The following items will, however, be useful and suggestive:

California.—The Senate has passed the House bill intended to regulate the sale of San Quentin jute bags by requiring the State Board of Prison Directors to give public notice annually of the price to prevail, and prescribe the rules and conditions on which the said goods shall be sold; and until the 15th day of May of each year shall sell the same only to consumers of bags; but no order before said date for any one customer shall be valid for more than 3,000 grain bags. If any bags remain unsold after the 15th of May of each year, the directors may sell the same at the price already fixed to consumers, and in such quantities and under such rules and upon such conditions as they may deem best for the interest of the state, up to the 15th of October of each year.

Idaho.—A law creating a state grain commission has been enacted, one of the duties of the officials to be appointed being to establish uniform grades, acting in conjunction with similar bodies of Washington and Oregon. A new warehouse bill has also been signed by the governor, which makes warehouse receipts for grain negotiable, and exempting the farmer's product, when stored in warehouses, from taxation and from seizure for debts of the warehouse proprietor.

Indiana.—Governor Hanley has signed the anti-bucket-shop law.

Iowa.—An anti-bucket-shop law has been enacted.

The pure seeds bill has been recommended for passage by both houses.

Illinois.—Bill by Covey pending, providing for local warehouse registers; prohibiting warehousemen from delivering grain without notice from the register that warehouse receipts have been registered for cancellation; and prohibiting the mixing of grain of different deliveries; by McElvain, providing for appeals from the rulings of the state grain inspector at East St. Louis; by Danaher, making it a felony to furnish market quotations by telegraph or otherwise to anyone to sell margins or grain, etc. This bill aims to put out of business not only bucket-shops, but boards of trade and stock exchanges as well, and prohibit leased wire business by grain and stock companies, as the bill penalizes telegraph and telephone companies as well as the corporations directly interested.

There is a bill in the Illinois legislature taking the power to issue licenses to regular class "A" grain warehouses from the Circuit Court, where it is now vested, and putting it in the hands of the Railroad and Warehouse Commission.

Mr. Pierson introduced a bill defining bucket-shops and making it a crime to conduct a bucket-shop. The penalty for violation is a fine of not exceeding \$1,000 or penitentiary imprisonment not exceeding two years, and for a second offense the court may impose both fine and imprisonment. It was referred to the committee on corporations.

Minnesota.—The Tighe bill imposing a stamp tax of one cent on each \$100 sale on the Minne-

apolis Chamber of Commerce and the Duluth Board of Trade has passed both houses. The author made a lengthy speech, advocating the tax as a part of a general scheme to raise enough revenue for the state in order to do away with direct tax for state purposes.

A bill for the taxation of grain introduced by Senator Thorpe covers grains in elevators, warehouses or any granary. It provides that all flax shall be assessed at one-half cent a bushel, wheat at three-eighths of a cent per bushel, oats, barley, corn, speltz and rye at one-eighth of a cent per bushel. The tax on these assessments shall be a lien on the grain, which shall not be removed from the place where assessed until said tax is paid.

The House committee on crime has reported for passage a bill prohibiting the sale of fumigated grains unless labeled as such. The present law absolutely prohibits fumigating or sulphurizing barley or oats, but it is believed that the law is unconstitutional, and it has never been observed. The bill in question permits the sulphurizing of grain, but requires that grain so treated be so labeled. At the committee hearing it was stated that there is considerable barley bleached by sulphur which increases its market value, but does not affect its real value. It was argued that this is unfair to those who sell their grain untreated.

A bill has been introduced which provides that the collection and compilation from official and other sources of statistics of the state pertaining to agriculture, horticulture, commerce, manufactures and other useful facts bearing on the material and social welfare of the state, shall be added to the duties of the state auditor, who is made Commissioner of Statistics for this purpose. The bill provides that special attention shall be given to the products of the farm, and it is made the duty of the Commissioner of Statistics to gather and publish at intervals during the year crop statistics showing the exact condition of all kinds of growing grain, seeds and root crops. The Commissioner is given power to address special or general inquiries, pertinent to the purpose of the act, to any state, county, city, village or town officer, and it is made the duty of such officers to answer fully and promptly such inquiries, and for such services such officers shall be allowed by their county treasurer reasonable compensation, at the rate of 15 cents per folio or 10 cents for each farm or manufacturing plant. Refusal or neglect to answer such inquiries is made punishable by a fine of not exceeding \$50 for each offense.

A bill has been introduced to prevent local warehousemen from paying too high or too low prices for grain, by requiring them to keep a daily record of the price paid per bushel for all grain, showing the amount, kind and grade of grain taken in and the price paid for each variety. These reports must be sent to the railroad commission at least three times during the crop year and the railroad commission may publish them at the station where the warehouse is doing business. If the rates are too high or too low in proportion to prevailing prices at the time, the commission must publish them in a legal newspaper at the local station.

Missouri.—The weighing bills in the hands of the governor provide that all grain handled through the Kansas City, St. Louis and St. Joseph markets shall be weighed under the direction of the railroad and warehouse commissioners, whether it is handled through public or private elevators. It was supposed, when the bill passed, that it would add at least 100 to the force now employed by the railroad commission; but that body announced, while yet the governor had the bill in his hand for action, that they expected to add 16 or 18 men to carry out in Kansas City the provision of the law.

Nebraska.—Both houses have passed a bill to require all grain dealers in the state to report daily on prices paid. Reports must be made by postal card to the Bureau of Labor and Statistics, and will be published from time to time.

Nebraska has passed a bill permitting counties



and municipalities to vote bonds in aid of new railroads; and in a few years will be heartily sorry for it.

The Nebraska legislature has appropriated \$7,500 for the state entomologist to investigate the green bug and determine what can be done for its extermination.

North Dakota.—Law enacted creating a state grain commission of three, whose duties it shall be to go to the cities of Duluth, Minneapolis and Superior and investigate the cost and practicability of the state of North Dakota buying or leasing or building an elevator to be used as a terminal elevator for the use and benefit of the people of the state of North Dakota; said inquiry to include examination into the present grain inspection, the methods of handling of grain, the dockage of grain and the expense of cleaning grain and the disposition of the screenings and their approximate value. The Board shall make a report to the governor, which shall be submitted by him to the next session of the legislature for its action.

Washington.—A bill is pending that provides for punishment by imprisonment in the state penitentiary for not less than one or more than five years and a pecuniary fine ranging from \$1 to \$5,000 upon conviction of all persons or corporations found guilty of entering into agreements to fix prices to be paid for grain. It also provides for the revocation of charters upon conviction in the case of resident companies, while foreign concerns are forever barred from doing business in the state. Provision is also made whereby persons injured by the combines may recover in civil suit double the amounts of their damage and full costs of the action.

Wisconsin.—A bill has been passed, which provides that all seeds hauled on highways must be confined in bags or tight receptacles. This is intended to prevent the distribution of certain noxious weed seeds.

### MICHIGAN SEED SPECIALS.

The Railroad Institute Special, as the "seed train" is called there, had a successful run during March and the first week of April. At every station visited there was an attendance of from 100 to 400 farmers to hear the addresses and inspect the equipment of the baggage cars. From 60 to 90 minutes were spent at each stopping place and the institutes were held about fifteen miles apart. The addresses were given in the two passenger coaches, which were frequently filled to overflowing, and then there was an exposition of the methods, illustrated by the equipment of the two baggage cars, which carried corn-testing apparatus, spray pumps and materials, samples of grafting, budding and pruning, a model incubator and representatives of the leading breeds of poultry and model poultry pens. Among the Institute workers who were with the train were J. G. Halbin, who has charge of the poultry at the Agricultural College; W. F. Raven of Brooklyn, N. A. Clapp of Northville and S. W. Fletcher of the Agricultural College Horticultural Department. Free scholarships in the special courses at the Agricultural College were assigned to the place showing the largest attendance upon the Pere Marquette and the Grand Rapids & Indiana Railroads. The only requirements were that the recipient should be sixteen years old and present at the meeting, the selection being made by the executive committee of the County Institute Society. The scope of the work was enlarged this year, last year's train being known as a corn special and there being only a talk on dairying in addition to the corn talks. So successful has the work been it is probable other lines of railroad will be included next year and the work broadened still further.

When the pure seeds bill came up before the agricultural committee of the Iowa house, on March 24, it was agreed that it should be reported favorably without an alteration from the

form as decided by senate. The senate had threshed over the bill very thoroughly. The measure is stringent in its import and provides a severe penalty for the sale of impure or improperly gathered and labeled seeds.

### FRANK BROWN.

Men who "grow up with the business" must needs beware of the "ruts"—of perpetuating old methods and traditions that with age lose their usefulness; but with this proviso, the man who "grows up with the house" has many distinct advantages and elements of permanent success, which are in a measure attached to the business itself.

Frank Brown of Cincinnati had the double advantage of a business connection of the kind named as well as a careful education for business before he entered the elevator conducted by Brown & Patterson at Cincinnati. Born at



FRANK BROWN.

Olive Branch, Ohio, on February 27, 1886, he went to Cincinnati with his parents about ten years ago when his father went into the grain and hay business. In 1900 he entered the employ of Brown & Patterson as stenographer; and showing a marked aptitude for the business he was carefully trained to a thorough knowledge of the business and advanced rapidly, so that in March last, when the Early & Daniel Company bought the entire plant and retail business of Brown & Patterson, they selected Frank Brown to manage the elevator and the business of this new branch. The elevator is locally known as the Pennsylvania Elevator, and through it large quantities of grain and hay are distributed for local consumption. All of these retail customers are well known to Mr. Brown, who enjoys their confidence and good-will. Brown & Patterson will confine their attention hereafter to car lot commission and track business.

### RIGHTS OF HOLDER OF BILL OF LADING.

A question as to the right of the holder of a bill of lading incident to shortage in delivery of property and claim for such shortage is answered by the New York Journal of Commerce as follows:

"A shipper's bill of lading is both a contract and a receipt. It is the document upon which he depends to establish his title to the goods. If the carrier is ready to deliver only part of the goods the utmost he has a right to demand is that the consignee shall exhibit his bill of lading to establish his right to claim the goods, and shall also sign a written receipt for such goods as are actually delivered to him, or allow a note of such

delivery to be made on his bill of lading. Courts have sometimes gone to the extent of holding that a bill of lading need not be surrendered even when the carrier is ready to deliver all of the goods. (See 69 Tex., 707.) Without insisting upon this, however, which is probably not good law in most of the states, it is certain that the consignee may retain his bill of lading until the carrier has delivered all of the goods covered by it."

### VITALITY OF BURIED SEEDS.

The length of time which seeds will retain their vitality when buried in the earth is a subject on which there has been much speculation but, until recently, little positive knowledge. Much has been written on the germination of seeds that have remained dormant in the soil for a number of years and in some cases even for centuries, but it remained for the Bureau of Plant Industry, United States Department of Agriculture, to determine with any degree of accuracy just how long certain seeds will retain their vitality when buried under known conditions.

In carrying out the experiments 112 different samples of seeds were selected. Each sample was divided into four lots, one being buried from 6 to 8 inches below the surface of the ground, another covered to a depth varying from 18 to 22 inches and the third buried from 36 to 42 inches below the surface. The fourth sample was retained as a "control." The seeds were buried in pots filled with earth, the pots being covered to prevent the introduction of foreign seeds which might be present in the earth in which the pots were buried. A number of complete sets of samples were buried at each depth to insure accuracy in the results.

Included in the samples were wheat, corn, buckwheat and barley. When a complete set of samples were taken up, eleven months after they had been buried, it was found that the greater number of wheat grains that had been buried from 6 to 8 and 36 to 42 inches had germinated and then decayed, while those that were buried at a depth of from 18 to 22 inches showed only decayed seed. Approximately all the barley at the three different depths had germinated and afterwards decayed. The corn and buckwheat were so unmistakably decayed that they were thrown away as soon as taken up. In fact, it was apparent that all of these seeds—wheat, corn, buckwheat and barley—had entirely lost their vitality and were unfit for planting after having been buried for eleven months.

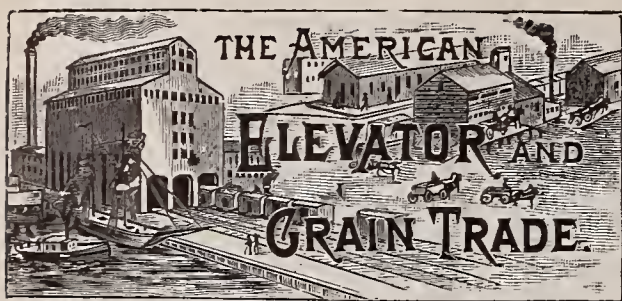
In this connection it is interesting to note the behavior of two species of chess, or cheat. The seeds of both had completely lost their vitality within the eleven months in the soil, while the control samples gave a germination of 95.5 and 92.5 per cent, respectively.

It is generally believed that grains of chess will live in the soil for a number of years, the seeds germinating when conditions are most favorable, the resulting plants then crowding out the wheat. It is evident, however, from the experiment reported above that chess, whenever found growing in grain fields or elsewhere, has come from seed recently sown and has not been lying dormant in the soil. With but few exceptions the unexpected appearance of cheat comes either from seeds that have been sown unintentionally mixed with wheat or other grains so that they passed unobserved, or from seeds that have been scattered with stable manure.

The Oklahoma statute creating a railroad or corporation commission provides that the members thereof may not be interested in any grain elevator business.

The S. S. Electra from Evansville, Ind., attracted attention at Nashville, Tenn., on March 19, by a record load of 8,000 bags (20,000 bushels) of grain.





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1907.

Official Paper of the Illinois Grain Dealers' Association.

### INTEREST IN WATERWAYS.

The revival of interest in the waterways of the nation is unmistakable and opportune; but the revival of the waterways themselves is in some danger from extravagant notions of what is needed. In Illinois and the West, for example, there is a distinct movement in favor of canalizing Illinois and Mississippi Rivers from Joliet to New Orleans, making a 14-foot channel. Why 14 feet? We need not remind real shippers of the absurdity of talking of the lake freighters loading at Chicago for the Pacific Ocean via a 14-foot waterway; or at St. Louis for Atlantic Ocean via such a shallow canal and the Great Lakes. Ships are not sailed for profit in that expensive way; and, besides, 14 feet is too deep for a river channel and too shallow for a ship canal, were a ship canal needed or called for by any conception of the needs of the commerce of the West.

What, however, is really needed is the improvement of the Missouri, Mississippi, Illinois, Wabash and Ohio Rivers from their heads of navigation to New Orleans, providing channels for river steamers and barges drawing, say, 10 feet of water as a maximum; and the reopening of the I. & M. Canal from Peru to Chicago. Such improvement would open up the Middle West with ample outlets in time of rail congestion and would hold rail rates at a wholesome level; for it is well known that the influence of waterways on rates extends long distances back from the river points actually able to make use of the waterways for shipping commodities.

If we could, then, but induce the general newspapers of the country to talk waterways

rationally and to stop clamoring for something "big" just because it would be big, however unnecessarily big and otherwise useless, there would be some hope, in the present state of public opinion, of having the waterways named in the West improved and within a reasonable length of time; for they might all be improved as required for navigation within the time and for the cost which it is estimated the 14-foot channel in Illinois River alone would require.

### CORN GOING WRONG.

The story of hot corn at Nashville might be repeated with but few variations for other concentrating points. It is the usual "spring song" that is heard perennially "when the robins come again." Doubtless corn may behave like the "young man's fancy," in the spring; at any rate, corn does behave scandalously in the germinating season. There is this peculiarity, however, of badly-behaving corn that there is about unruly youth, that it follows the rule of good behavior when properly trained, so to speak. If properly cured in the fall and permitted to weather in the spring before loading, corn seldom "gets gay," even in the germinating season.

One point dealers seem to entirely overlook, however, and that is, that even sound and thoroughly cured winter-shelled corn is in danger of going wrong in transit if loaded at a time when the temperature of the atmosphere is higher than that of the corn itself. It begins to "sweat," in that event, as soon as it comes in contact with the warmer air; in other words, the cold corn condenses upon itself the moisture from the warmer atmosphere; and to such an amount that if delayed in transit, it is morally certain to go wrong before reaching the consignee.

For which reason, a dealer who expects to handle winter-shelled corn in quantity cannot afford to do business without a drier on his premises. To say nothing of the profit in the removal of the superfluous moisture that practically all winter-shelled corn carries, the mere warming of cold corn that contains no superfluous moisture in itself, will save many a carload of sound corn that mysteriously goes wrong in transit.

### ABOUT PRICE MAKING.

Mr. Henry Feig, supervising inspector of local warehouses in Minnesota, seems to be somewhat confused. In his late annual report he says:

A more satisfactory system to fix proper terminal prices should be established by the large commercial bodies in this state. The sale of grain is a commercial transaction in which the seller ought to have as much right as the buyer and he ought to be just as much a factor in fixing the price he is to receive for his produce as the man who buys it.

Is there any place in the Northwest or West accessible to a real terminal where the seller of grain does not have that right and is not such a factor? As a public official Mr. Feig ought to have gumption to understand that grain prices are made on 'change by the competitive buying and selling of the whole world, and that prices there made are those

of actual transactions between buyers and sellers; and that grain prices can be made in no other way.

It doesn't matter that the grower himself doesn't appear in person on 'change. His representative is there and the farmer approves his deals by selling or holding his grain. If Mr. Feig will only set himself down in the quiet sometime and carefully think this all out, he must see this and that he is cultivating wide misapprehension of truth by loading his reports down with this sort of fallacy; for public officials are thought by many good people to be infallible on economic questions. The universal law of price making for grain or other commodities is not difficult of comprehension. We commend it to Mr. Feig's consideration. That the line company agent may not treat the farmer right at all times, is a question entirely apart, as Mr. Feig will see on second thought.

### THE BILL OF LADING.

Because the bill of lading controversy has been more or less obscured of late, owing to other details of the transportation question occupying the field, it must not be assumed that the reforms demanded in the form of the bill of lading have been either accomplished or abandoned. Far from it. The somewhat lengthy and belated report of the American Bankers' Association committee, printed on another page (and which has been in type for several months awaiting space), is just as pertinent to-day as when made in October last, no legal or other action having taken place in the interval to render any portion of it obsolete. On the contrary, the Liverpool Cotton Association—because of the railway practice of denying responsibility for goods shipped on "port bills of lading," issued at interior points, after the consignment reaches the seaboard—demands a reform of the bill of lading, to effect a continuity of responsibility, as the price of continued advances on bills of exchange based on cotton.

But referring more particularly now to domestic bills of lading, all incongruities complained of in the past still obtain. That commercial transactions are still carried on by means of the "order bill" is due to the concession of the bankers—their belief in the inborn and inculcated honesty of the average American business man, in spite of the exceptions, the prosecution of whose delinquencies has developed in the courts a confusion of authority upon the question of the banks' liability to consignees for the dishonesty or negligence of shippers, in respect to the quality and quantity of shipments upon which drafts are drawn and in which the banks have only a trifling interest as collectors.

Reference was made in the February number to this condition in discussing the Landa-Lattin doctrine which has done so much to disturb former relations between shippers and the banks, in the hope that the rejection of that doctrine of bankers' responsibility by a Tennessee court, conforming to Northern views, would hasten its general rejection by all courts; but it appears that since then the



Appellate Court of Illinois (Chicago) has affirmed the Landa-Lattin doctrine, thus adding to the judicial muddle in which this important question is now involved in state courts, the Northern state courts having hitherto, in the main, rejected the Texas theory.

It will, then, devolve on the grain and hay trades to act with the bankers' associations in bringing this subject before Congress in such a way as to impress that body with the necessity of immediate and final legislation on the form of the bill of lading, in order to protect the immense commerce now conducted with the order bill of lading from the disorder which would follow were the banks to discontinue handling drafts attached to order bills, which may be expected in the absence of legislation relieving them of the liability with which the courts seem disposed to charge them.

#### **NATIONAL HAY ASSOCIATION.**

The fourteenth annual convention of the National Hay Association will be held at Niagara Falls, N. Y., on July 16, 17 and 18; and all preparations for the entertainment of members of the Association have been already made. This being the only convention booked at the Cataract-International Hotel for that week, the Publicity Bureau of the Falls will entertain the convention in a way to make the event one to be remembered.

The program committee has not yet published the agenda of the meeting; but as this Association is one for work, the program will be as usual planned to facilitate its work and to interest non-members in the trade in that work. The time, place and the work should attract the lively interest of hay men everywhere.

#### **ANTI THE BUCKET-SHOP.**

The remarkable fact in connection with the anti-bucket-shop agitation and legislation is the apparent impossibility of some legislative minds to distinguish between bucket-shop betting and regular exchange speculation. The Hon. J. A. Boykin, author of the Georgia anti-bucket-shop law, e. g., says:

The only way that the farmers of the South can ever hope to be free from the gamblers of Wall Street is to suppress future speculation in every cotton-producing state. The string of bucket shops in the South is nothing more nor less than a system to promote the interest of speculators in New York, etc.

Was confusion ever worse confounded? In point of fact, bucket-shops themselves have no more influence on prices than has a bet on a bob-tail flush in a game at a corner grocery; and so Mr. Boykin writes a bill to destroy something that has no existence, and if he hits anything hits something of whose real functions he has no clear conception whatever.

The Iowa and Missouri anti-shop bills, and one proposed in Illinois, seem to be aimed at the real shop, putting as they do, the operation of the bucket-shop in the category of felonies, punishable by jail sentence as well as fine. They should go further, and make the "speculators" themselves liable to the penalties inflicted upon inmates of other forms of gambling houses, and then there would be some

expectation of wiping out the shops wherever the local sentiment is strong enough to close the open gambling house and poker den.

#### **MISSOURI EXCHANGES HIT.**

Missouri grain exchanges have been badly hit by a law levying a tax of 25 cents on each transaction on their floors. Just how badly it will hurt remains to be seen; but other things being equal, it should drive speculative business out of the state to a certain extent. To that extent, also, the effect of the law will be to narrow Missouri grain markets; so that it is more than probable that the money farmers obtain through the law in the way of addition to their road funds they will lose in other ways, since every sale of their grain on 'change means a 25-cent tax to be paid by them.

There has been more or less talk, especially in Kansas City, of abandoning the state and opening exchanges across the line, as in Kansas City, Kan.; and in the latter city W. W. Haskell and D. W. Troupe have revived the old Board of Trade that once attempted to do business there, and started in to sell seats at \$25 each; but as this scheme lacks support on the Missouri side, it has a too obvious aspect—too much of the hand-me-down appearance to be attractive to real business men.

#### **CO-OPERATIVE BUNCOMB.**

The Co-operative Journal, the "house organ" of the two commission firms of Chicago promoting the co-operative elevator movement in Iowa at this time, devotes no less than three pages to the examination of a three-paragraph editorial in these columns, in the February issue, headed, "Humbug in Iowa." The tenor of the complaint is that the regular grain dealers' associations of Iowa and Illinois compose a "discredited band of organized blackmailers"; but the concurrent flood of drivel runs on and on, till one wonders at its stopping within three pages, so long as there was still printer's ink and pulp-paper to be had.

Now, of course, one must not be expected to answer in terms the drivel of a coterie of men who work demagoguery for personal gain. There's a limit to one's compromises with self-respect. But a suggestion only—not that any good result is expected therefrom.

The parties in interest make much of a "trust" they say they have discovered among Iowa dealers and from which they say they seek to save the farmers of Iowa. And certain purported documentary evidence is cited in support of a dealers' "pool." Well, it is a maxim of law that a man who goes into court must appear with clean hands. The amicable arrangement that every act of the two interested firms' representatives demonstrates beyond a doubt exists between these two firms is also a "trust" as legally reprehensible in ethics as any alleged agreement of two or more dealers in Iowa.

But the firms in question will aver that their agreement is innocuous, so far as the farmer is concerned. Is it less so in fact or

real purpose than one by two dealers to divide the corn hauled to their station? Do not the farmers in Iowa, in fact, need as much "protection from one set of men who will stoop to methods of that kind" as from another? In fact, don't they need more protection from a group of demagogues "out for the stuff" than they do from dealers who agree not to cut each other's throat and rob the farmer when they can to get even?

The fact is, the "commission combine" is engaged in dirty business and maundering over three pages of drivel that deceives no one does not disguise the fact, even from themselves, that they know it.

#### **LEGISLATIVE FOOLERY.**

One of the most humiliating legislative spectacles of the past winter was the "inquiry" by the Minnesota legislature into the functions of the public grain exchanges of the state, known as the Minneapolis Chamber of Commerce and the Duluth Board of Trade. That the lawmakers of a great state should have given consideration to the statement of a queer farmer of Crookston, a member of the Minnesota Farmers' Exchange, on which this inquiry was based, that "the markets of Minneapolis and Duluth are not open markets," is a reflection on their own intelligence and their competency to enact laws for a sovereign state.

The Crookstonian, not himself understanding the nature of a public commercial exchange, of course was equal to almost any length of absurdity in his statements of their functions; but because a certain man or any number of men are hopelessly muddled in their views of the machinery of the business world ought not to be a sufficient excuse for a legislative investigation to find out if so fundamental an economic process as the operations of a public exchange for the sale of grain, cotton, oil, stocks or other commodities is legitimate. Such puerilities are infinitely disgusting.

#### **A PROVISIONAL TREATY.**

The Washington correspondents announced, on April 8, that Baron Sternburg, the German ambassador, and Secretary Root "have reached the basis of a modus vivendi, which will continue to American goods imported into Germany the privilege of minimum tariff rates. This arrangement is temporary in character, being intended to prevent a break in the present tariff rates on American goods until such time as Congress may have had an opportunity to pass upon a permanent treaty regulating commerce between the two countries." In plain English this is a provisional reciprocity treaty with Germany that will again give our grain and meat a show in that country. In order to make this market a permanent one, however, it is necessary that Congress ratify such a permanent treaty. Can Congress be depended on to do this? Not unless the farmers and grain merchants demand its ratification in louder terms than they have hitherto demanded it. But without such a treaty, the second best market for American grain and meat will be closed.



## Editorial Mention.

"The individual gets his largest influence by association with others"—ever think of this?

The National Elevator Co. of Kansas City, the tail of the National Board of Trade, has sued the Kansas City Board of Trade for discrimination! Well, what next?

The Iowa "oats special train" lecture course seems to have already had a harvest; because the country newspapers began this spring to talk good and clean oats for seed as the salvation of that crop.

An important decision of the United States Court of Appeals at St. Louis, on the question of liability for the shrinkage in drying corn, is referred to in the department of "In the Courts," and is worth the reader's attention.

Secretary Wells of Iowa is taking a poll of his members on the best date for holding the annual convention, which may be held in July as soon as the 2-cent-fare law becomes operative. The date will be announced later.

The Western Elevating Co. is again doing business at Buffalo, but this season, discretion being the better part of valor, the railway elevators are not included in the pool. Perhaps, at that rate, the Erie Canal elevators will have something like a square deal again.

The secretary of the Illinois Farmers' and Grain Dealers' Association, the anti-license candidate for mayor of Mason City, pledged himself to accept only 50 cents a year salary, if elected. Well, sometimes mayors are expensive luxuries, even at that price; but, of course, present company is excepted.

John W. McCardle, who for about a month has been acting as secretary of the Indiana Grain Dealers' Association, has been appointed a member of the State Board of Tax Commissioners, at a salary of \$3,000 a year. Mr. McCardle is an able business man and will no doubt do honor to Governor Hanly's appointment.

The Illinois Warehouse Commission has finally abolished the dockage on grain hitherto taken at elevators at East St. Louis. There's something in Governor Deneen's Methodist Hymn Book about the vilest sinner coming round, if one gives him time enough; and it is a pleasure to know that light has at last fallen on even the Warehouse Commission.

Ex-senator Burton of Kansas, now that he is out of jail again, takes himself too seriously. Men have lost interest in him since he proved himself incapable of rising as a senator above the sordid vulgarity of consorting with and defending as counsel a bunch of "mail-order" grain gamblers. After Mr. Burton has gone back and sat down for a long time in sack-cloth and ashes and come to realize what honors he has cast to the

swine, he may become fit to act as a public censor, but he will have to fire at a lower level than the Presidency.

The testimony taken last fall by the Commerce Commission on the "Relations of common carriers to the grain trade" has been published, a volume of 1,112 pages of testimony, with which Senator McCumber threatens to bury the Northwest next fall, when for the 'steenth time he "resumes his fight for federal inspection of grain." Like Mr. McCumber's favorite bill, it is chiefly hot air.

Secretary McCardle, of the Indiana Grain Dealers' Association, has sent to the members copies of the laws of interest to grain dealers passed by the legislature of 1907. These have reference to changes in the railroad act, defining bribery (as applied to tipping trainmen for cars, which is forbidden) and amending the landlord's law of lien on grain, the tenant, for illegal sale of landlord's property, being liable to imprisonment and fine. The publication was an excellent idea.

Congressman Gronna of North Dakota has a new theory of the foreign complaints of American grain inspection, and that is that after inspection and arrival abroad unrighteous foreigners themselves sophisticate the grain before offering it for sale; and he is going to spend the summer hunting down the guilty parties in Europe. Now, that's what we call true patriotism; and even if Mr. Gronna doesn't find his men he should be remembered in all exporters' prayers. By the way, Mr. Gronna is going to shy a federal grain inspection bill at Congress.

Hon. Robert Rogers of the Manitoba government recently said in a public print that, "There is some reason to expect a calling of the provincial legislature in special session, for the reason that the action of the council of the Winnipeg Grain Exchange in refusing trading privileges to the Grain Growers' Company is regarded by the government as an arbitrary exercise of the powers conferred upon them through their charter from the legislative assembly of Manitoba, and unless remedied by the Exchange, the government will call the legislature together during the present month for the purpose of remedying the conditions by legislative amendments."

Many newspapers are circulating the statement that the government "will be able in a short time to furnish at cost all the necessary apparatus for inspection and grading, so that elevators in the country and individual raisers themselves can grade and test their own grain." This is, of course, an error, and has reference no doubt to the moisture-testing machine (recently patented, but dedicated by the patentees to the public use); but it is a fact, we believe, that several of the experts of the Agricultural Department are at work on some such a proposition; or, at least, are working toward the formulation of a successful method for testing and grading grains gen-

erally. It is a big field, and must be a fascinating one to the student, but at present it is big with possibilities rather than with accomplishment.

Alfred Anderson, who for the past fourteen years has been grain inspector at Peoria, has been invited to take the place of chief inspector at Buffalo, and has accepted, beginning his duty on April 1. Mr. Anderson ranks as one of the very best grain inspectors in the country. He is resourceful, knows grain perfectly, is honest and capable, and Buffalo is as fortunate to get him as Peoria is to lose him.

The Commerce Commission's action on the question of the carriers' responsibility for the errors of their agents in quoting freight rates has an air of plausibility, on the theory that the railroads can't be trusted to do anything on the square when there is a chance to do the mean thing, which is certainly anything but complimentary; but where does the shipper get off? Other business men are held to a strict accountability for the acts of their agents; why exempt the railroads?

The Buffalo Corn Exchange and Nashville Grain Dealers' Exchange have both adopted the grades recommended by the Uniform Grades Congress contingent upon concurrent action by competing markets. This is, as Secretary Courcier says, indefinite, but not so in the event that other non-committal markets take the same action, which it is to be hoped they will soon do, as a number of markets will put the grades into force and effect with the coming of the next wheat crop.

Co-operative companies in Nebraska and especially in Kansas, continue to find their level of failure; and in both these states several important companies after some years of effort recently concluded to quit. In the Northwest, the predominance of the line elevator company has given the co-operate movement some excuses for existence, and there it has been more or less successful; but elsewhere it has had for the most part purely an artificial origin and is coming to its natural and inevitable end.

Although we have seen no statement that the governor of Iowa has signed the Stillman bill, there is no doubt he will do so. It will, of course, have some effect on the status of the Iowa Association, not because the Association is in any way an illegal body, but has been so advertised by the promotion of the bill, and it now suffers, as does any body that is hounded as a black sheep, even without cause. It would, however, as previously said in these columns, be a calamity to both the grain trade and the farmers of Iowa if it should interfere with the work of that Association. One thing, however, the law will do and that is knock out the penalty clause companies the Chicago commission syndicate have been promoting—they will have to go or amend their rules. Another thing; the state association of co-operative companies, promoted by the



same crowd, will be liable to the same penalties for "combinations" as other association.

The Chicago commission syndicate, exploiting the Co-operative Elevator in Iowa, is chiefly interested—their traveling men say—in doing good. Suppose then, that certain Iowa towns could do better by shipping grain to Des Moines, or to Burlington, or to Council Bluffs than to Chicago, would the syndicate think it advisable to work their spellbinders in that territory, or would they let it look out for itself, while they saved those more unhappy towns that could ship only to Chicago? Does their deep solicitude for the poor farmer go to that limit? One wonders.

Having gotten themselves identified with the bucket-shoppers of Superior, it is a natural ascent to the Society of Equity, the state officers of which "are requested to appoint a committee to co-operate with the committee appointed by the Bankers' Association in the matter of the investigation of grain handling conditions at the Head of the Lakes and at Minneapolis." Which suggests the thought that the North Dakota bankers seem to have lost their heads, temporarily, and ought to have a chaperone to keep them from going into partnership with socialistic dealers in gold bricks.

"Grain receipts must be protected," says King & Co., who cite "McReynolds, the Chicago elevator man, who is [not, but ought to be] in jail. He deceived the banks by using the grain and not canceling the receipts which he had up as collateral. He was a deacon, and had good intentions, but he played in hard luck and finally went wrong." But he was able to hire a good lawyer and is trying to convince the Supreme Court that because he did not run a "public" elevator it is not a punishable offense to run off property represented by collateral held up for loans. Queer what defenses the laws allow sometimes!

Referring to the Ohio agricultural special trains, run during April, Zahm's Red Letter calls attention to one fact that will bear thinking over seriously. The Letter says: "One farmer, after being scored for the poor sample of corn he brought in, said that it was no inducement for him to raise better, because the shipper at his station paid the same price for all kinds. We know this to be a fact in many places, and shippers are to blame." Say Zahm & Co.: "They should pay the farmer a higher price for a good quality, and encourage him to not only raise a good quality, but take care of it after he gets it. The farmer allows it to lay out in the field and doesn't give it attention, and then comes in with a hard-luck story, the shipper is sympathetic and pays him full price, and in many cases loses money on it. As there will be lots of poor corn coming to market now, we hope shippers will buy it according to its quality." This, we believe, is sound doctrine. It is unreasonable to expect farmers to realize nothing more for good corn than their

neighbors do for poor; and there never will be a whole-hearted effort to grow good corn and cure it right until it is bought on its merits.

Apparently to nullify one of the arguments against the Missouri weighing bill, signed by Governor Folk on April 12, the Railway Commission, which will, under the law, have entire charge of all the weighing of grain into terminal elevators in the state, declared that the bill, if it should become law, would add but 16 to 18 men to the payroll. As the bill provides that all grain handled through the Kansas City, St. Louis and St. Joseph markets, with at least 75 or 100 elevators, shall be weighed under the direction of the Railroad and Warehouse Commissioners, whether it is handled through public or private elevators, it was naturally supposed that there would be required at least 100 more men than are now employed by the Commissioners; and that a good many members could expect to find easy berths. So this declaration "comes as a shock"—the more so as the statement, if correctly reported, certainly sounds "disingenuous," to say the least.

Again, after months' of inactivity and willful delays, the uniform bill of lading committee announces that it will meet either on April 15 or April 22, and will complete the making of a uniform bill before adjourning. The Eastern roads, which have hitherto defeated every effort to come to an agreement, owing to their determination to make the bill non-negotiable, now say that it is their purpose "to make bills of lading the safest possible medium of exchange, so that the shipper will be in about the same position in a business sense as he would be if he had a certified check for the value of his shipment," and then "nail down the agreement," as the saying is, by having Congress embody it in a bill-of-lading law. Then, said a New York Central man, "If we succeed in securing its passage as an act of Congress, I understand the Canadian Parliament will adopt the measure and thereby make the practice uniform throughout this country and Canada." Well, the railroads certainly have changed their tune since the uniform bill was first proposed and insisted on.

The fourth Colonial Congress will assemble in London on April 15 and it is said that "preferential trade looms up as the largest subject in the preliminary talk." While the colonists are anxious to give the mother country advantages, they chafe under the one-sided arrangement which yields them no return. Premiers Laurier and Deakin have already gone on record to this effect and the tendency of colonial opinion seems to be voiced by the following resolution which Premier Jameson proposes to introduce at the conference: "This conference, while adhering to the principle of preferential treatment for products and manufactures of the United Kingdom, desires to impress upon his majesty's government the opinion that the continuance of such preferential treatment to British

producers and manufacturers is largely dependent upon the granting of some reciprocal privileges to British colonies." In other words, the colonies, representing large shippers of grain and meat and farm products, will demand a British duty on these, with discriminative rates in their favor. That, or all the talk amounts to nothing.

The movement of the Eastern roads to increase the minimum carload meets the approval of many shippers; but it has its objections. All shippers cannot use a jumbo car—not all buyers can handle a jumbo carload; and it would manifestly be unfair to require either to pay for space or weight that cannot be utilized. The railways must conform to the necessities of the public, else the small and average man, who represent all but a small fraction of the patrons of the carriers, would be driven to the wall. We are so unconsciously stuffed by the press and by spread-eagle public speakers with the "magnitude of our immensity" and the "numerosity of our numbers" that we are apt to lose sight entirely of the business men who make up the bulk of our commercial population, whom these kotowings to the great "captains of industry" would reduce to the status of "hewers of wood and drawers of water." Let us try for the moment to get back to normal and remember that all but a few people in this world must always do business on a moderate scale, and that it is the duty of the carriers to adjust their minimums and their regulations to their necessities—the big fellows can take care of themselves, as Lincoln used to say.

The Fifteenth Biennial Report of the Kansas Department of Agriculture is now ready for delivery by Secretary F. D. Coburn. The book, as the title page says, is—

Particularly devoted to information upon the selection, planting, cultivation, harvesting, storage and treatment of Indian corn; upon the most judicious and profitable handling and marketing of various breeds of live stock for the dairy, the shambles and for farm work; upon the cultivation of several crops other than corn, including sugar beets; to improving the conditions of farm life; and to agricultural and state census statistics of Kansas.

When one comes into personal contact with such a volume and attempts to express his mind about it, he regrets the inevitable lack of space to do it justice. Mr. Coburn has long since passed out of the dry-as-dust class of agricultural secretaries; and his biennial reports, issued originally at intervals in the form of monographs when the materials are fresh and apropos, are as apposite and technically sound and reliable as the best work of the most cultivated individual experimenters who publish through the regular channels. One feature of these reports is especially commendable; the "department of general agriculture and home-making," in the preparation of which Mr. Coburn calls to his aid many practical farmers and their wives, with the most wholesome result, that he is slowly but certainly developing in Kansas what should obtain everywhere—a reverence for agriculture as one of the most dignified, exalted and honorable of all the professions and industries practiced on God's footstool.



## TRADE NOTES

T. Lessard & Co. of Montreal, Canada, have incorporated with a capital stock of \$95,000, to build elevators, mills, factories, etc. Among the incorporators are T. Lessard, O. Parent and A. Charbanneau.

Catalogue No. 57 B, issued by the Jeffrey Mfg. Co., Columbus, Ohio, describes and illustrates Jeffrey conveying machinery for saw mills, lumber mills and woodworking industries. It will be sent free to those who are interested in the subject.

The Burrell Engineering and Construction Co., at 263 La Salle Street, Chicago, will move May 1 to 1139-1140 Stock Exchange Building, where they will have larger offices and added facilities for taking care of their increasing grain elevator work.

Articles of incorporation have been filed by the Metcalf Engineering, Limited, Montreal, Canada, which will construct elevators, bridges, machinery, etc. The capital stock is \$25,000 and the incorporators include V. J. Hughes, H. Rolph and C. F. Charbanneau.

C. E. Bird, formerly engaged in the grain elevator building business at Minneapolis, Minn., and for the past two years at Kansas City, has returned to Minneapolis, and reengaged in grain elevator construction work. He has offices at No. 7 Corn Exchange Building.

The elevator owner who contemplates painting his house this season should send for a copy of the bulletin mentioned in the Joseph Dixon Crucible Co.'s advertisement elsewhere in this paper. The bulletin discusses the merits of Dixon's Silica-Graphite Paint and explains its value as a protective covering for elevators and similar buildings.

The Richardson Scale Co. have just shipped the second full carload from their factory, this time to Kansas. Only recently a full carload of Richardson Scales was shipped to the Chicago office for distribution in the territory tributary to this city. In this carload was an 80-bushel hopper scale, with a daily capacity of 12,000 bushels, consigned to Washburn-Crosby Co. of Minneapolis. The new factory now turns out a machine every day.

The Howe Scale Co. of Illinois, located for upwards of thirty-three years on Lake Street, Chicago, are moving into their new building at 1315 to 1325 Wabash Avenue. The structure was erected especially for the needs of their business and has a frontage of 87 feet on Wabash Avenue with a depth to the alley of 171 feet. The business has grown so rapidly during the past few years that larger quarters became necessary, and in the new location they will have every convenience, not only for displaying their full lines, but also for handling and shipping.

The increasing trade of the mechanical department of the Minneapolis Steel & Machinery Co. has made it imperative for them to add another large building of steel and brick construction to their already large plant. It was only a few months ago that they had to double the capacity of their foundry. When the new building is completed, they will have a total of over 12 acres of floor space within a yard area of over 20 acres. A company of Minneapolis men has given to that city an enterprise which is adding a new chapter to Minneapolis fame in all parts of the country. From now on, whenever men think of suction gas producers and gas engines, steam engines, or steel construction on a large scale, they will think of Minneapolis. In the short period of a year, since they have secured the right from Germany to build the Munzel Gas Engine and Suction Gas Producer, they have installed over

thirty plants and have orders in the shops for a great many more. The demand for this modern power plant has demonstrated beyond a doubt that the power users of the United States were glad to install a gas power plant which had passed the experimental stage and was ready to work from the start.

The Grain Dealers' Mutual Fire Insurance Co. of Indianapolis, Ind., moved its general offices the last part of March to 808-811 The New Board of Trade Building. The offices comprise over 1,200 square feet of floor space, and are arranged specially for the convenience of the insurance company, with large vault and intercommunicating telephones to all departments. The company has just opened a branch office at Kansas City, with James J. Fitzgerald in charge, and B. J. Alley of Lincoln, Neb., an experienced mutual insurance man, is representing the company in the Northwest.

J. J. Gerber, who has for the past eighteen years occupied the premises at 128 Sixth Avenue, South, Minneapolis, Minn., in the manufacture of loading spouts and sheet metal work, has purchased the ground on which the building stands, together with additional space adjoining. He has in all 66 feet frontage and 100 feet in depth, and next fall will tear down the old building and erect a new brick structure. The increased room is made necessary by the growth of the business, as present space and equipment are proving insufficient to manufacture the spouts, elevator cups, etc., in large enough quantities to supply the trade.

The Prinz & Rau Manufacturing Company of Milwaukee, Wis., have issued a new catalogue devoted to the Prinz Patented Automatic Separators for elevators and mills. The book illustrates and describes these machines and explains their mode of operation. Five styles of milling separators and three styles of receiving separators are shown. These machines all embody the same principles, differing only in the number of sieves, capacity, etc. This catalogue is especially noteworthy for the concise way in which the facts are presented. It gives all the desired information about the separators in the fewest possible words. At the same time it conveys to the reader a large amount of valuable information. Copies will be sent free to those who write for them.

The P. H. Pelkey Mill and Elevator Co. of Wichita, Kan., will build a two-story and basement warehouse, 140x140 feet, in that city, at a cost of \$17,000. Plans have already been completed and work on the building will be begun this summer. The warehouse will be of fire-proof construction and will have wire-glass windows and reinforced concrete floors. The first floor is to be divided into two parts, the larger portion being used for offices. The basement and second floors will not be partitioned, and will be used for storage purposes. The basement will be used for storing castings of all kinds. The second floor will be used for elevator supplies and mill machinery. The present facilities of the Pelkey Company are not large enough to handle the growing demand for mill machinery. When the company is installed in the new building, the stock will be increased. The site where the building is to be is now occupied by a galvanized iron structure, one story in height. The place is a good one for a storage or manufacturing house. The Pelkey Company has owned the property for several years, but has but recently decided to build.

On March 25 George S. McReynolds was sentenced to the penitentiary for an indeterminate term of one to ten years. On the following day, however, Justice Cartwright at Oregon, Ill., issued a writ of supersedeas, suspending the sentence pending a hearing on appeal. He is out on bail.

## OBITUARY

John Beed, who for twelve years was engaged in the grain business at Hampton, Iowa, died on March 25. He was born in Colyton, England.

J. R. Ryan, proprietor of the J. R. Ryan & Co. elevator and grain business at Indianapolis, Ind., died recently.

O. S. Kellogg, an old member of the Chicago Board of Trade, who was formerly with Irwin, Green & Co. died suddenly on March 29.

John Wilson, manager of the Western elevator at Pasqua, Sask., was killed on March 27, by being caught in the fly wheel of a gasoline engine.

Joseph Stockton, a member of the Chicago Board of Trade for more than forty years, passed away at his home in Chicago late in March. The board passed resolutions in respect to his memory.

R. E. Crimmons, a well-known grain dealer of Hildreath, Ill., died at his home on March 12, after an illness of nine months in a hospital. Deceased was but 50 years of age and leaves his wife and nine children to mourn his demise.

West Wilson, for many years engaged in the grain business at Traer, Morrison and Reinbeck, Iowa passed away March 27, from heart failure and pneumonia. Squire Wilson was born in Ayrshire, Scotland, September 19, 1820 and came to America when 26 years old. It was in 1874 that he located at Traer and entered the grain business.

Paschal P. Matthews, one of the early members of the Chicago Board of Trade died recently at his home in Hinsdale, Ill. He had attained the age of 95 years. Mr. Matthews was born in Litchfield, Mass., and moved to Chicago in 1859. He retained his membership in the Chicago Board of Trade until 15 years ago.

De Witt Clinton Conkey, at one time a prominent grain dealer at Milwaukee, Wis., died early in March at his home in Minneapolis. Death resulted from complications following an attack of pneumonia. He was born in Plattsburg, N. Y., on July 10, 1824, and moved to Milwaukee when a boy, where he entered the grain business. In 1865 he moved to Minneapolis where he has been following other pursuits. His wife and three children survive.

Victor Weissker, 71 years old and for many years a member of the Chicago Board of Trade died April 10 at Dresden, Germany. Mr. Weissker was born in Schlez, Germany. He came to America in 1856 with the intention to remain two years. Instead of that he became a citizen. He was in business for eight years in Kewanee, Ill., having a flouring mill and distillery, and afterward became a member of the board of trade in Chicago. He married Miss Louise Peters, a niece of Dr. Ziegfield, in 1873, who survives him. Mr. and Mrs. Weissker have been abroad a great deal, residing the last four years in Dresden.

Arthur B. Jaquith, president of the Grain Exchange Co. at Omaha, Neb., vice-president of the Nebraska Underwriters' Insurance Co. and one of the well-known grain men in the West, died by his own hand on April 1. After leaving a note to his wife he left his home, where with Mrs. Jaquith he had been entertaining a small party of friends, about 10 o'clock at night and went to a park a few blocks away, where he shot himself through the heart. Ill health is supposed to have prompted his self-destruction, and in the notes he left he mentions this. His business affairs are declared to be in good shape. Mr. Jaquith was known as one of the daring grain operators of the West, and was noted for his success in deals where he took great hazards. His health gave way about six years ago, when he resigned his position of manager with the Omaha Grain Company (Peavey line). His employer, the late F. H. Peavey, his uncle, left him a legacy of \$10,000, which he spent on a trip to the Mediterranean, from which he returned comparatively well. He has lately been extremely nervous and despondent. Two years ago his property was valued at \$250,000. He suffered a loss of about \$30,000 afterward, but subsequently made this up and leaves a large estate besides his insurance. He was quite active in the affairs of Trinity Methodist Church of Omaha, and was a trustee of that body, although not a member. He leaves a widow and three children, the eldest a son of 21 years, and the others two daughters 17 and 12 years of age. His remains were buried in Cedar Falls, Ia., which was Mr. Jaquith's old home. Several years ago Mr. Jaquith closed a deal for the erection of a large elevator on the line of the Great Western R. R. on South Avenue, Omaha, but it was subsequently abandoned for a number of reasons.



## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of March, 1907:

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	183,509	143,483	120,000	8,000
Corn, bushels.....	4,194,407	2,780,815	3,151,021	3,313,822
Oats, bushels.....	237,913	507,985	228	500,866
Barley, bushels.....		1,667		
Malt, lbs.....				
Rye, bushels.....	69,129	87,036		68,572
Timothy Seed, lbs.....	687	704	459	1,603
Clover Seed, lbs.....	4,299	1,654		145
Hay, tons.....	7,063	4,945	2,024	1,627
Straw, tons.....				
Flour, bbls.....	205,342	200,718	142,826	101,299
Mill feed, tons.....				

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, bushels.....	651,387	319,038	805,432	904,402
Corn, bushels.....	11,324,734	6,011,912	6,989,284	4,992,494
Oats, bushels.....	8,347,124	6,147,691	6,704,468	5,758,562
Barley, bushels.....	2,263,609	1,720,710	724,176	491,952
Rye, bushels.....	224,467	110,411	215,265	80,429
Timothy Seed, lbs.....	5,003,145	3,869,340	2,634,827	2,096,358
Clover Seed, lbs.....	844,589	921,513	499,099	417,096
Other Grass Seed, lbs.....	2,170,599	1,435,965	5,612,533	5,815,810
Flax Seed, bushels.....	154,510	92,000	4,834	6,755
Broom Corn, lbs.....	1,419,571	826,920	1,248,858	460,055
Hay, tons.....	29,563	18,798	4,899	2,210
Flour, bbls.....	932,211	828,756	650,654	721,487

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels.....	211,582	312,600	209,330	299,228
Corn, bushels.....	778,985	484,036	609,818	328,424
Oats, bushels.....	351,061	580,446	267,771	414,477
Barley, bushels.....	56,000	102,536	1,122	15,566
Rye, bushels.....	62,003	30,316	42,882	39,416
Malt, bushels.....				
Timothy Seed, bags.....	2,081	6,145	3,595	2,825
Clover Seed, bags.....	7,251	3,790	5,891	4,822
Other Grass Seed, bags.....	9,510	10,076	10,636	11,334
Hay, tons.....	15,775	18,263	14,390	15,684
Flour, bbls.....	140,524	159,007	101,162	124,896

**CLEVELAND**—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Wheat, bushels, water.....				
Do rail.....	122,102	31,562	50,011	37,752
Corn, bushels.....	446,390	83,413	115,523	235,851
Oats, bushels, water.....				
Do rail.....	491,548	163,088	56,411	55,255
Barley, bushels, water.....				
Do rail.....	6,892	6,653		
Rye, bushels.....				
Flax Seed, bushels, water.....				
Do rail.....				
Hay, tons, water.....				
Do rail.....	5,295	2,891	446	646
Flour, bbls, water.....				
Do rail.....	3,202	4,458	2,079	1,505

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Wheat, bushels.....	58,518	120,286	13,567	33,367
Corn, bushels.....	447,575	616,828	123,315	312,246
Oats, bushels.....	240,499	351,575	18,492	18,742
Barley, bushels.....	17,052	273,228	1,026	7,959
Rye, bushels.....	9,253	15,221	10,200	31,528
Flour, bbls.....	9,500	22,200	5,400	11,200

**DULUTH**—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Wheat, bushels.....	3,308,655	1,522,293	25,499	47,178
Corn, bushels.....				
Oats, bushels.....	79,025	739,632	53,100	60,844
Barley, bushels.....	510,619	356,486	129,158	30,078
Rye, bushels.....	14,658	34,079	7,593	1,776
Flax Seed, bushels.....	883,647	1,223,840	163,983	1,250
Flour, bbls.....	134,195	100,560	52,970	43,505

**GALVESTON**—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Wheat, bushels.....			591,200	204,000
Corn, bushels.....			942,570	1,109,579
Oats.....				
Barley, bushels.....				

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels.....	2,226,000	902,000	1,885,000	907,000
Corn, bushels.....	1,398,000	762,000	1,041,000	821,000
Oats, bushels.....	568,500	567,000	697,500	552,000
Barley, bushels.....	81,000	40,000	56,000	28,000
Rye, bushels.....	14,000	8,000	19,000	3,000
Flax Seed, bushels.....	1,600		1,600	
Bran, tons.....	810	405	5,655	2,250
Hay, tons.....	9,480	13,690	8,190	5,080
Flour, bbls.....	17,200		121,600	109,000

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Wheat, bushels.....	427,000	328,240	211,709	57,220
Corn, bushels.....	1,158,000	927,200	1,026,917	947,914
Oats, bushels.....	1,397,700	732,400	1,205,369	459,297
Barley, bushels.....	1,475,800	1,128,600	599,616	590,209
Rye, bushels.....	126,900	44,000	113,834	21,381
Timothy Seed, lbs.....	532,865	54,315	281,420	265,650
Clover Seed, lbs.....	839,790	145,305	760,328	493,861
Flax Seed, bushels.....	48,560	51,060	1,000	
Hay, tons.....	2,086	1,743	346	34
Flour, bbls.....	172,550	217,075	193,738	234,224

**MINNEAPOLIS**—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Wheat, bushels.....	9,391,790	8,418,840	1,528,460	1,624,880
Corn, bushels.....	503,620	333,830	513,260	304,470
Oats, bushels.....	1,804,480	1,900,550	2,191,450	3,997,130
Barley, bushels.....	1,564,550	813,300	1,293,700	997,030
Rye, bushels.....	190,030	77,880	158,480	54,170
Flax Seed, bushels.....	1,233,130	1,013,030	475,500	412,580
Hay, tons.....	3,052	3,069	100	200
Flour, bbls.....	28,428	24,869	1,142,338	1,173,689

**MONTREAL**—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	48,557	108,857		1,500
Corn, bushels.....	37,370	10,447	23,900	6,150
Oats, bushels.....	219,167	108,800	5,500	3,200
Barley, bushels.....	40,067	12,027	9,600	
Rye, bushels.....				
Flax Seed, bushels.....	23,850	27,229		
Flour, barrels.....	16,171	24,550	58,070	95,850

**NEW ORLEANS**—Reported by H. S. Herring, secretary of the Board of Trade.

Wheat, bushels.....	152,400	152,400	142,297	203,400
Corn, bushels.....	1,273,000	2,283,000	1,652,889	2,597,924
Oats, bushels.....	478,000	1,440,000	193,820	767,675
Barley, bushels.....				
Rough rice.....				
Clean rice pockets.....				
Hay, bales.....	81,400	51,480	5,034	6,334
*Flour, bbls.....	61,664	56,911	48,476	139,471

\*Through consignments of flour to Europe not included in receipts.

**OMAHA**—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Wheat, bu.....	600,000	237,600	674,000	267,000
Corn, bu.....	2,660,900	1,710,500	2,824,000	1,744,000
Oats, bu.....	1,620,800	1,249,600	1,600,500	1,113,000
Barley, bu.....	21,000	15,000	3,000	4,000
Rye, bu.....	13,000	10,000	52,000	15,000
Flour, bbls.....				

**PEORIA**—Reported by John R. Lofgren, secretary of the Board of Trade.

Wheat, bushels.....	18,900	68,400	8,200	32,400
Corn, bushels.....	909,300	1,216,800	627,000	699,800
Oats, bushels.....	763,500	2,521,000	824,800	2,556,700
Barley, bushels.....	264,000	276,000	52,000	99,200
Rye, bushels.....	22,700	23,400	1,600	9,000
Mill Feed, tons.....	1,595	3,690	2,674	3,774
Syrups and Glucose, bbls.....				
Seeds, lbs.....	170,000		45,000	30,000
Broom Corn, lbs.....	165,000	45,000	240,000	77,900
Hay, tons.....	5,095	3,370	1,998	460
Flour, bbls.....	91,250	65,800	80,900	75,500

**PHILADELPHIA**—Reported by L. J. Logan, secretary of the Commercial Exchange.

Wheat, bushels.....	521,061	273,686	630,537	154,400
Corn, bushels.....	1,296,395	590,873	1,319,995	1,349,979
Oats, bushels.....	437,141	1,377,330		1,339,551
Barley, bushels.....	13,000	49,800		
Rye, bushels.....	6,400	3,200		
Timothy Seed, bags.....	270	250		
Clover Seed, bags.....	200	250		
Flax Seed, bushels.....	97,600	48,800		
Hay, tons.....	9,467			
Flour, bbls.....	300,984	216,092	112,326	139,071

**SAN FRANCISCO**—Reported by Wm. B. Downes, statistician of the Merchants' Exchange.

Wheat, centals.....	65,861		13,990	
Corn, centals.....	1,924		1,097	
Oats, centals.....	35,103		3,606	
Barley, centals.....	315,592		218,633	
Rye, centals.....	877			
Flax Seed, sacks.....			1,619	
Hay, tons.....	13,620			
Flour, bbls.....	94,319		41,888	

**ST. LOUIS**—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels.....	861,000	814,150	1,182,200	1,208,740
" sacks.....	1,485	3,422	948	800
Corn, bushels.....	2,269,100	1,719,000	3,381,475	1,527,880
" sacks.....	4,830	4,540	12,190	47,150
Oats, bushels.....	2,656,000	2,397,600	2,154,165	2,206,200
" sacks.....		400	5,575	64,490
Barley, bushels.....	218,400	290,000	2,050	17,490
" sacks.....				192
Rye, bushels.....	72,000	21,000	80,810	42,520
" sacks.....	36			
Hay, tons.....	24,370	17,005	16,294	7,700
Flour, bbls.....	268,225	184,535	262,105	202,230

**TOLEDO**—Reported by A. Gassoway, secretary of the Produce Exchange.

Wheat, bushels.....	121,000	96,500	40,970	56,020
Corn, bushels.....	771,000	398,000	591,200	418,000
Oats, bushels.....	384,600	192,300	297,200	480,700
Barley, bushels.....		540	500	
Rye, bushels.....	2,200	9,100	4,500	43,630
Clover Seed, hags.....	8,400	4,200	18,994	18,887

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 20 months ending with March as reported by Charles F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1906-07.	1905-06.	1906-07.	1905-06.
August.....	106,200	359,200	137,580	76,344
September.....	152,100	189,000	82,999	42,760
October.....	389,300	342,400	55,083	6,633
November.....	412,000	579,400	10,115	5,785
December.....	289,700	291,400	9,635	4,739
January.....	138,690	144,000	7,378	15,661
February.....	38,700	134,100	11,061	11,451
March.....	121,500	91,800	4,834	3,601
April.....		132,137		2,590
May.....		160,600		34,839
June.....		45,900		44,857
July.....		40,500		29,801
Total bushels.....	1,618,190	5,210,437	316,685	281,131

New Orleans exports for March included 34,372 bushels of wheat and 839,327 of corn.

The second Ohio seed special was run early this month on the roads west from Columbus, the lectures being chiefly on corn and alfalfa.

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday,



## ELEVATOR AND GRAIN NEWS

### ILLINOIS.

A new 40,000-bushel elevator is being erected at Woodford, Ill.

William McQuillen has sold his elevator at Apple River, Ill., to McFadden & Ople.

The Farmers' Elevator Co. at Ashland, Ill., will establish a coal and lumber yard.

A new elevator will go up at Colvin Park, Ill., as soon as the weather permits.

E. A. Wood has traded his elevator at Ellis, Ill., to Fred Basse of Armstrong for a farm.

The Ohio Elevator Co. has secured the Neola Elevator at Ohio, Ill., and is now receiving grain.

Gishwiller & Sullivan have sold their grain business at Lena, Ill., to the B. P. Hill Grain Co.

The Greenleaf Company has sold its elevators at Murrayville and Woodson, Ill., to Beggs & Lewis of Ashland.

N. S. Richardson, for eighteen years in the grain business at Elliott, Ill., has traded his interests for a Minnesota farm.

A new Farmers' Elevator Co. at Walnut, Ill., has secured the Neola Elevator and will place I. M. White in charge.

E. Roberts of Peoria, Ill., has lately purchased the Schmutz Elevator at Tremont, Ill., for the consideration of \$12,000.

John Lawson of Oxford, Ind., has purchased an elevator near Paris, Ill., and placed his son, David Lawson, in charge.

The Burrell Engineering & Construction Co. has made plans for a new elevator for H. F. Caskey at Cedar Point, Ill.

The National Elevator Co. of Hume, Ill., is sacking its corn and shipping it in stock cars because of the shortage of grain cars.

C. W. Savage of Virginia, Ill., has taken his son, Charles Savage, into the grain business with him and the firm is now Savage & Son.

William Murray of Champaign, Ill., will soon add another addition to his elevator at Rising. He but recently completed a large addition.

P. G. Mahon of Palmyra, Ill., has purchased the elevator at Hettick from Killian & Durrell and placed a Mr. Galloway in charge.

Fred Davison, owner of the elevator at Rock Falls, Ill., is having the hoppers and driveway repaired. A new hopper will be installed.

R. P. Branson of Ridgerville, Ind., has purchased the elevator at Elizabethtown, Ill., for \$6,500, from the Early & Daniels Grain & Hay Co. of Chicago.

Fay Current of Homer and Mart Current of Danville, Ill., have purchased the Current Elevator at St. Joseph, Ill., and the former will take charge of the business.

Gulshen & Craven have had plans made for an addition and repairs on their elevator at Odell, Ill. The Burrell Engineering & Construction Co. had the contract.

Recently the Risser Rollins Elevator Co. of Exline, Ill., purchased the lumber in the old elevator at Kankakee, Ill., and will use it in a new 15,000-bushel elevator.

Joseph Householder, William Nimms and Ed De Moss are on a committee to organize a farmers' elevator at Fairbury, Ill. One of the plants in operation at that place may be purchased.

Mansfield & Co. of Monticello, Ill., have purchased the Williams & Slate Elevator for the consideration of \$4,000. Possession was given late in March. The plant will be repaired and thoroughly gone over.

K. A. Harper has sold out at Van Horne, Iowa, and has purchased an elevator and residence at Potomac, Ill., through J. M. Maguire of Campus, Ill., from John C. Koehn. He will take possession about June 1.

Dow & King have purchased the elevator at Hulls, Ill., for the consideration of \$10,000. Barney Miller will retire from the trade. The new owners have elevators at Fall Creek, Kinderhook and other stations.

It is announced that the McReynolds Elevator at South Chicago, Ill., has been transferred by the McReynolds Elevator Co. to Chas. G. Little of Evanston, the consideration in the deed being \$5,000. The property fronts 415 feet on the Calumet River and 414 on One Hundred and Sixth Street. The elevator has a capacity of 1,000,000

bushels. An unsuccessful attempt was made to sell the property recently at the Real Estate Board auction rooms.

A new 16-horsepower gasoline engine will be installed by the Cooksville Grain Co. in its plant at Cooksville, Ill. This will necessitate the rebuilding of the engine house and the displacement of the old gasoline engine.

E. S. Pink & Co., grain dealers at Cairo, Ill., will build a three-story warehouse and make an addition of another story to the two-story building they now occupy. About \$15,000 will be expended in the improvements.

A number of farmers around Ashland, Ill., have purchased the S. L. Hamilton Elevator at that place, for the consideration of \$5,500. New machinery will be installed and other improvements made. The new owners took possession on April 1.

On March 21, the leasehold estate of the Hawk-eye Elevator Co., in property at West Hammond, Ill., was conveyed by a master in chancery to Richard Fitzgerald, vice-president and general manager of the Chicago Junction Railway Co. for \$60,000. The fee is owned by the railway company represented by Mr. Fitzgerald.

The Corn Products Co. has placed its contract with James Stewart & Co., Chicago, for a 100,000-bushel elevator at Granite City, Ill. The storage tanks will be of brick, and the working house of brick walls and mill construction. The elevator is designed for handling and shipping feed and will be finished by August.

A contract for the new elevator the Monticello Grain Co., Monticello, Ill., will erect, has been let and will cost about \$10,000. Work has begun and it is anticipated will be finished by May 15. The plant will be of the same capacity as the former elevator with the addition of a feed mill. The company will continue to run the plant acquired from the Knight Grain Co.

S. W. Strong, secretary of the Illinois Grain Dealers' Association, announces the following changes: N. R. Moore & Co. succeed Kierman & Co. at Galesburg; Farmers' Elevator Co. succeed Buehrig & Irving at Minier; S. E. Grant & Son succeed Grant & Hook at Pierson Station; National Elevator Co. succeeds S. Russell at Bolivia and McClure & Co. at Mt. Auburn and Osbornville; Tolono Mill & Elevator Co. succeeds Shelby & Armstrong at Tolono; P. H. Hayes succeeds C. M. Shelby at Galesville; Jacobson & Beall succeed Geo. Jacobson at Harritown; Baldwin Elevator Co. succeeds S. H. Nichols & Son at Sadorus.

### EASTERN.

A co-operative grain business is contemplated at Canton, Me.

The new elevator built by the George Richards Co. at Dover, N. J., is in operation.

Machinery is being installed in the new Alhert Culver Elevator at Brockton, Mass.

J. E. Burger of Wingerton, Md., is building a 24x24-foot addition to his grain elevator.

The Taunton Grain Co. will build a new elevator and warehouse at Taunton, Mass.

F. M. Keefe, a grain merchant at Waltham, Mass., has been succeeded by E. Horvitz & Co.

Leander Patterson takes over the grain and hay business of the Davis-Patterson Co. at Antrim, N. H.

Work on the Brown Elevator at Springfield, Mass., has been resumed and is progressing rapidly.

F. P. Rowell is installing an electric motor to drive the machinery in his elevator at Newport, N. H.

Thaddeus Smith has acquired the grain business heretofore conducted by S. E. Thayer at Westfield, Mass.

The T. A. Holt grain elevator at Andover, Mass., has been sold to the newly incorporated Berry-Putnam Co.

D. B. Hodgkin's Sons will maintain the grain establishment at Rockport, Mass., Fred E. Nickerson retiring.

The Continental Elevator property at Oswego, N. Y., has been sold for \$5,000. It was a part of the Theodore Irwin estate.

Burglars entered the office of the South Shore Grain Co. at Quincy, Mass., but secured little of value, though they caused some damage.

Repairs to the elevator belonging to J. Cushing & Co. at Fitchburg, Mass., have been completed. The upper part of the building was badly burned.

Articles of incorporation have been granted the Berry-Putnam Grain Co. of Andover, Mass., to deal in hay, grain, etc. It is capitalized at \$4,000. Richard W. Walsh of Boston is president, Thomas

J. Murphy of Cambridge is vice-president and Howard A. Wilson of Maynard is a clerk.

McQuesten & Co., grain dealers, have purchased the Henry Stearns Granary at Nashua, N. H., from Ira F. Harris, the assignee. C. W. Booker will remain in charge.

Frederick M. Wilson, who has been engaged in the grain business at Bellows Falls, Vt., for 56 years, and was owner of a grain establishment for 47 years of that time, has sold his business to Charles F. Wright of Saxton River. He went to Bellows Falls in September, 1850, and was employed by Harris, Stone & Co. in the flour and grain trade, in which he became a partner in 1862, and of which he has been the sole owner since 1890. The firm in 1862 was J. Wilson & Co., Joseph Wilson being his brother and only partner. Since 1890 the trade has been conducted under the name of F. M. Wilson.

### MINNESOTA AND WISCONSIN.

A farmers' elevator will soon be started at Tioga, Minn.

A new elevator will replace the one burned at Blooming Prairie.

Once more there is talk of an elevator for North Fond du Lac, Wis.

March Bros. & Wells are building an elevator at Langenburg, Minn.

An elevator may be erected in connection with the flour mill at Ashland, Wis.

A. Tanner may rebuild his elevator at Fort Ripley, Minn., which recently burned.

The Staples Milling Co. of Staples, Minn., will erect a 50,000-bushel grain elevator.

The Anderson & Moen Elevator at Rushmore, Minn., has been sold to the Rust Bros.

A 100,000-bushel elevator is to be erected shortly by the Claro Milling Co. of Lakeville, Minn.

Nels Dahl has traded his elevator at Springfield, Minn., to Charles Camble for a farm.

A farmers' elevator is being discussed at Elko, Minn. Hans Larson is one of those interested.

Recently the Exchange Grain Co. of Buffalo Lake, Minn., closed its elevator for the season.

The elevators at Truman, Minn., are being greatly inconvenienced because of the car shortage.

Efforts are being made at Grand Meadow, Minn., to form a stock company to build a \$10,000 elevator.

The Thorpe Elevator Co. will make extensive improvements on its property at Long Prairie, Minn.

The Farmers' Exchange of Thief River Falls, Minn., is still undecided as to whether to buy or build an elevator.

The Farmers' Elevator Co. of Elkton, Minn., has been incorporated for \$15,000 and will build a 30,000-bushel elevator.

P. B. Salyards of Thief River Falls has opened a grain business at Bemidji, Minn., for the Farmers' Mill & Grain Co.

T. A. Spande is president and Bernt Jacobson secretary of the new \$5,000 company formed by the farmers at Mabel, Wis.

The Northwestern Elevator at Litchfield, Minn., is to be razed and the company will after May 1 occupy the Quinn Elevator.

The elevator portion of the Fosston Elevator and Flouring Mills at Fosston, Minn., is to be remodeled and the capacity doubled.

It is expected extensive improvements will be made on the Cargill Elevator at Long Prairie, Minn. Some reports say a new building is contemplated.

A report from Superior, Wis., says the Barnett & Record Co. have the contract for \$50,000 worth of repair work to be done on the Cargill Elevator and docks.

A. Backer of Milford, Fred Becker Jr. of Courtland and others are in charge of the plans for the new farmers' elevator to be erected at New Ulm, Minn.

The Hanson Bros. Co. of Ashland, Wis., has just let the contract for a new 15,000-bushel elevator to be completely equipped with the most modern devices.

Alphonse Pierre's grain warehouse at Oconto, Wis., was burglarized recently for the second time within a year. About \$2 in change, 25 cents in stamps and a box of pens were taken.

The Oakfield Elevator Co. of Oakfield, Wis., has been incorporated with a capital stock of \$7,000. Among those interested are F. H. Messner, F. J. Bristol, W. C. Erhardt, E. T. Hitt and F. B. Lurvey.

The Farmers' Exchange of northern Redlake and eastern Marshall counties of Minnesota talk of building a series of elevators along the Soo and the Great Northern railways. Negotiations are be-



ing made for the purchase of the National Elevator Co.'s plant at Grand Forks.

W. F. Markham of Breckenridge, Minn., has sold his elevator at Sargeant to Henry Stephenson and will give possession about June 1. Mr. Stephenson will withdraw from the Pierce-Stephenson Elevator Co. and will run his elevator alone.

#### IOWA.

There is talk of a farmers' elevator at Woden, Iowa.

The new elevator at Bradford, Iowa, is receiving grain.

A farmers' elevator company has been formed at Yale, Iowa.

A farmers' elevator company is being organized at Graettinger, Iowa.

A new farmers' elevator company is organizing at Sioux Rapids, Iowa.

A farmers' elevator company is being organized at Churdan, Iowa.

A farmers' elevator is to be built at Akron, Iowa, at a cost of \$6,000.

Stitt & Co. have purchased the elevator owned by Mr. Kyle at Coin, Iowa.

It is believed the farmers' elevator company at Kendrick, Iowa, will be a go.

It is proposed to build a farmers' elevator at Onawa, Iowa, at a cost of \$5,000.

W. E. Webb has sold out his grain business at Bedford, Iowa, to R. N. Hardenbrook.

J. W. Cory is president of a farmers' elevator company just formed at Spencer, Iowa.

Early in April the Neola Elevator at Jolley, Iowa, was closed down until August 1.

Johnson & Co. may build an elevator at Stanhope, Iowa. There are now two in the town.

The old elevator at Meltonville, Iowa, is being torn down and a new one is to be erected.

About \$5,000 has been subscribed toward a new Farmers' Elevator Company at Laurens, Iowa.

The Farmers' Grain & Lumber Co. of Dows, Iowa, will build an elevator at a cost of \$4,000.

J. W. Hansell is one of the principals in a move for a farmers' elevator at Hansell, Iowa.

E. P. Bacon of Milwaukee has sold his elevators at La Crew and Cottonwood, Iowa, to I. C. Bell.

The old W. S. Whitney Elevator at Cherokee, Iowa, is being razed, to be replaced with a new one.

Recently Welch Bros. sold their elevator at Marathon, Iowa, to the Farmers' Elevator Co. for \$4,000.

Rumors are heard at Council Bluffs, Iowa, that the Rock Island Railroad may build a large elevator there.

Henry Eller is president of a new farmers' elevator company at Radcliffe, Iowa. J. C. Aahrens is secretary.

John Winkowitsch and John Crangle of Steen, Minn., are interested in an elevator to be built at George, Iowa.

Organization of a farmers' elevator company at Belmond, Iowa, has been perfected. A new plant will be erected soon.

The property of the Sioux City Terminal Co. has been made exempt from taxes for a period of ten years, at Sioux City, Iowa.

Kula & Dolan are reported to have taken over the grain business of the Needham Grain & Stock Company at Prairieburg, Iowa.

Isaac Smeigard has bought the elevator at Garner, Iowa, owned by Gust Johnson and operated by the Farmers' Co-Operative Co.

A co-operative elevator company is being organized at Wesley, Iowa, by Nels M. Johnson, C. J. Sherman, Joseph Hauptman and others.

A farmers' elevator company is being organized at Rembrandt and negotiations are being made for the purchase of the Skewis Elevator.

The Farmers' Co-operative Elevator Co., capitalized at \$3,100, has been incorporated at Iowa Falls, Iowa, by George Arends and others.

A farmers' elevator company is under organization at Lakewood, Iowa, and it is proposed to purchase the old Peavy Elevator from W. W. Reynolds.

A number of farmers living on the interurban railway between Ankeny and Huxley, Iowa, have incorporated a \$25,000 elevator company at Allaman.

The Farmers' Co-operative Elevator Co. of Wellsburg, Iowa, has been incorporated with a capitalization of \$10,000, half of which is paid up.

Chris. Neesen is president, L. L. Bausman, secretary, and D. E. Aukes, treasurer.

A farmers' elevator company has been organized at Webb, Iowa, and an elevator will be built.

At Thompson, Iowa, a farmers' elevator company has been organized with \$5,500 capital. F. J. Brooker is president, Jas. Vickermann, vice-president, F. A. Cooley, secretary.

Art Fraser has sold his elevator at Alta, Iowa, to the Farmers' Elevator Co. for \$6,000. The plant will be entirely overhauled after the purchasers take possession in May.

Owing to the non-arrival of machinery the new elevator built for the Mystic Milling Co. at Sioux City, Iowa, has been delayed in getting started. The company will remodel its old elevator this summer.

More than eighty stockholders are interested in the Farmers' Co-operative Elevator Co. at Ferguson, Iowa, which has just been organized. It is capitalized at \$3,000. O. Cunningham is president, and T. Erickson, secretary.

Work has started on the new 200,000-bushel grain elevator being built at Sioux City, Iowa, for the Sioux City Terminal Co. The elevator has already been leased to the J. Rosenbaum Grain Co. Frank Kaucher of St. Joseph, Mo., who has the contract, writes the "American Elevator & Grain Trade" that the foundation is to be entirely of concrete. The building dimensions are 56x84 feet and a total height, including the attic which is 42x84 feet, of 146½ feet above the railroad tracks. On one side of the elevator is a receiving shed with two tracks. The entire building will be of wooden construction, covered with galvanized iron. The equipment consists of two receiving legs, three cleaning legs, one screenings leg, two large size separators, an oat clipper and one large close scourer. There will be four belt conveyors in the basement, two of which take the grain from the cars to the receiving legs and two which convey the grain from the various bins in the house to the mixing leg. There are to be four large hopper scales in this house, two car pullers and the usual unloading equipment. All of this machinery will be driven by nineteen small motors of small units. In connection with the plant there will be a 500-bushel per hour grain drier, which will be located in a brick building.

#### MISSOURI, KANSAS AND NEBRASKA.

A farmers' elevator is contemplated at Amherst, Neb.

A farmers' elevator is contemplated at Valparaiso, Neb.

John Moseman has acquired the Peavey Elevator at Oakland, Neb.

J. M. Roberts will erect an elevator at Deshler, Neb., early this month.

A Mr. Marshall of Glen Elder, Kan., will build an elevator at Solomon.

A new elevator will be erected at Holdrege, Neb., by the Empire Milling Co.

Extensive repairs have been made on the Farmers' Elevator at Wabash, Neb.

J. T. Norris & Co. succeed J. T. Norris in the grain business at Maize, Kan.

Grain is being received in the new Morrow & Taaffe Elevator at Girard, Kan.

A meeting of farmers around Palmer, Neb., was held recently to discuss an elevator.

William Walker has succeeded Walker & Jackson in the grain business at Goodland, Kan.

A farmers' elevator is to be built at York, Neb. N. Johnson is president of the company.

The Colfax Store Co. will build a 25,000-bushel elevator at Colfax, Wis. J. D. Burns is one of the principals.

The engine and other machinery at the Berkley Elevator in Hiawatha, Kan., have been thoroughly overhauled.

Brown, Hedge & Co. have sold the Perry Elevator at Perry, Kan., to M. W. Cardwell of Overbrook, Kan.

Saunders & Westrand have sold the elevator at Bloomfield, Neb., to the Holmquist Grain Co. of Oakland.

An effort is being made to form a farmers' elevator company at Henderson, Minn. Paul Barge is interested.

The Interstate Mill and Elevator Co. of Liberal, Kan., has been organized, with J. R. Steel of Tyrone as president; G. R. Wright of Liberal, vice-president; J. E. Patton of Tyrone, secretary and manager, and C. E. Woods, treasurer. The company will construct a line of elevators along the Rock Island and other roads in the

Southwest. Work will be begun on elevators at Liberal, Kan.; Hooker, Guymon and Texhoma, Okla.

The Burrell Engineering & Construction Co. has made plans for a 40,000-bushel grain elevator for G. H. Dulle & Co. at Jefferson City, Mo.

C. G. Bennett and the Salina Produce Co. purchased the property of the Thorstenburg Grain Co. at Gypsum, Kan. Mr. Bennett will be in charge.

The Missouri and Kansas Grain Co. of Neosho, Mo., has increased its capital from \$20,000 to \$40,000. Its assets are \$58,708.03 and liabilities \$33,778.68.

R. A. Braik of Erie, Kan., is planning a line of elevators to be established in Neosho and adjoining counties, with a mill and terminal elevator at Erie.

W. L. Taylor is reported to be at the head of the United Milling & Grain Co., a new company which will purchase the property of the Taylor Grain Co. at Topeka, Kan., ordered sold by the referee in bankruptcy. Besides Mr. Taylor, other members of the new company are: H. Parker, McPherson; W. J. Raymond, Cherryvale; F. H. Bates, St. Louis, Mo.; and other eastern capitalists. It is said to be the intention of the new company to carry out the improvements of the property which were contemplated by Mr. Taylor before the old company got into the legal tangle. Under the order of the referee the mills cannot be sold for less than \$93,750, which is 75 per cent of the appraised value of the plant.

#### DAKOTAS.

A new elevator is going up at Brittin, N. D.

A new elevator is to be built at Sterling, N. D.

Farmers about Columbus, N. D., are discussing an elevator.

Assurance is given of a farmers' elevator at Corson, S. D.

The Farmers' Elevator at Warwick, N. D., has been started.

The Lyon Co. is building a new elevator at Almont, N. D.

J. J. Detaney contemplates building an elevator at Streeter, N. D.

There is considerable talk of a farmers' elevator at Sheldon, N. D.

A farmers' elevator company is organizing at Hendrickson, S. D.

Al Durisch of Emery has purchased a grain elevator at Plankinton.

John Puth and others have organized a farmers' elevator at Adrian, N. D.

Henry Slack contemplates building a new elevator at Stratford, S. D.

Andrews & Gage will build an addition to their elevator at Dickey, N. D.

A new elevator is almost assured by the farmers near Watertown, S. D.

A. W. Johnson of Atwater, Minn., will build an elevator at Cleveland, N. D.

Farmers in the neighborhood of Flaxton, N. D., are discussing an elevator.

Peter Mitzel is promoting a farmers' elevator company at Zeeland, N. D.

A new elevator is being built at Nome, N. D., by the Rothsay Elevator Co.

A new 50,000-bushel grain elevator will be built at Fingal, N. D., it is rumored.

A new elevator is being built for the Gackle Grain Co. at Freedona, N. D.

An elevator may be erected at Armour, S. D., by the farmers in that section.

The Kraft Elevator Co. has just been formed to build an elevator at Streeter, N. D.

There are possibilities of a farmers' elevator being established at Conway, N. D.

About \$3,000 has been raised toward the new farmers' elevator at Harrisburg, S. D.

A 35,000-bushel elevator is to be built at Kampeska, S. D., by the Farmers' Elevator Co.

F. H. Hooper and J. E. Reagan have secured an elevator site at Eureka, S. D., and will build.

H. R. Hoswold of Egan will build an elevator at Richmond, S. D., where he recently located.

The Imperial Elevator and Lumber Co. will build a 40,000-bushel elevator at Buford, N. D.

Hon. R. C. Cooper plans building an elevator at Cooperstown, N. D. The town has six now.

Fred Wall and others at Anselm, N. D., are endeavoring to organize a company to build a \$6,000 elevator.

Incorporation papers have been granted the North Dakota Grain Co., capitalized at \$25,000, and located at Fargo, N. D. Sepler E. Olson of



Hickson, and Louis Peterson of Fargo are interested.

Announcement is made that the Judson Elevator Co. will build a large elevator at Judson, N. D.

A 60,000-bushel elevator is projected by a number of farmers who are organizing at Andover, S. D.

The Bazar Elevator at Lincoln, N. D., has been sold to the Reliance Elevator Co. of Minneapolis for \$5,000.

M. C. Hayden and M. J. Riley are among those interested in securing a farmers' elevator for Lansford, N. D.

E. B. Wolff, owner of the elevator at Rogers, N. D., has closed his plant until the car shortage is remedied.

The Farmers' Elevator Co. at White Earth, N. D., is building a feed mill in connection with its elevator.

Rumors say the Plymouth Co. will move its elevator at Sioux Falls, S. D., to a point further north or east.

Part of the old Cargill Elevator at Lidgerwood, N. D., is being torn down and replaced with a larger addition.

A farmers' elevator will be built at Pukwana, S. D., at a cost of about \$5,000. An elevator will be built at once.

Three 50,000-bushel elevators are to be erected at Plaza, N. D. One is being constructed by the Osborn-McMillen Co.

D. G. Mackay and D. E. Towle are promoting a \$5,000 stock company to enter the elevator business at Park River, N. D.

Repairs have been made on the Monarch Elevator at Heaton, N. D., and the building has been braced, as it has been settling.

Papers of incorporation have been granted the Des Lacs Farmers' Elevator Co. of Des Lacs, N. D. The capitalization is \$25,000.

A \$12,000 farmers' elevator company has been organized at Ypsilanti, N. D., by S. F. Corwin, E. N. Campbell, Fred Nichols and others.

C. Kramer, A. H. Dunton, H. D. Bloss and others have organized the Farmers' Elevator Co. at Dickey, N. D. It is capitalized at \$20,000.

A new elevator will replace the one recently burned at Toronto, S. D. It will be built for the Toronto Farmers' Alliance Elevator Co.

Recently the Farmers' Elevator Co. of Towner, N. D., was chartered with a capital of \$25,000. James E. Reed, Robert Gorman and Ole Gilbertson are interested.

John O. Fadden, M. McCabe, A. P. Winslow and others have organized a farmers' elevator company at Arvilla, N. D., and will raise \$6,000 to build an elevator.

The Farmers' Terminal Elevator & Grain Co. of Hankinson, N. D., will build an elevator in the near future. Thomas Stewart, Walter Biggs and others are interested.

Articles of incorporation have been issued to the Jenkins Elevator Co. of Fargo, N. D. It is capitalized at \$50,000 by H. H. Jenkins, president, and F. L. Gardner, secretary and treasurer.

The A. D. Medhurst Elevator Co. of Russell, N. D., has been incorporated with a capital stock of \$10,000. Those interested are A. D. Medhurst, Carrie M. Medhurst, H. M. Cornell and Huldah C. Cornell.

The Eagle Mill Co. of New Ulm, Minn., has contracted for two new elevators at Cresbard and Hoven, S. D. Each will have a capacity of 30,000 bushels.

John Van Metre, J. E. Wilson, L. M. Doyle and others are contemplating the erection of a farmers' elevator at Letcher, S. D., and they are now organizing the company.

Articles of incorporation have been secured by the Meckinock Farmers' Elevator Co. of Meckinock, N. D. Its capital stock is \$50,000. Among those interested are H. S. Burtness, C. O. Shudahl, A. J. Ulvedahl, A. A. Gruberson and O. O. Burtness.

The John D. Gruber Elevator at Tolna, N. D., is receiving grain. Justin E. Jacobson of Kirkhoven, Minn., is in charge. The Farmers' Elevator is also receiving grain. This is a most complete plant driven by a 20-horsepower gasoline engine.

The Northwestern Land Co. will build a two-story granary with 15,000 bushels' capacity, near Aberdeen, S. D. It will measure 24x36 feet. An artesian well will supply the power to drive the machinery, which will be of the latest type.

Incorporation papers were recently granted the McCutcheon Grain Co. of Minot, N. D., which is capitalized at \$50,000. Those interested in the deal are William H. McCutcheon, Minot, N. D.; Nelson J. Lingren, Lansford, N. D.; H. A. Foss,

Duluth, Minn., and Isaac S. Honstain, Minneapolis, Minn.

The McIntire-Ingold Co. will build a 25,000-bushel elevator at Leola, S. D., where Reagan & Hooper have just started a 30,000-bushel plant.

#### WESTERN.

Farmers at Mt. Hope, Wash., have raised \$8,000 toward a new elevator.

It is proposed by the Gallatin County (Mont.) farmers to build three elevators.

J. S. Torrence is a new member of the Western Seed & Grain Co. at Boise, Idaho.

The Washington Farmers' Grain & Milling Co. of Wenatchee has changed its name to the Beal Grain & Milling Co.

The Ford Grain Co. of Spokane, Wash., has been incorporated for \$10,000 by G. W. W. Ford, Lake France and A. D. Davis.

Charles A. Weil of Eureka, Mont., is state agent for the Imperial Elevator Co. of Minneapolis, recently chartered in Montana.

It is considered likely the new Independent Elevator Co. of Spokane, Wash., will erect an elevator at Oakesdale. About \$2,000 has been subscribed locally.

Incorporation papers have been granted the Edwall Grain Elevator Co. of Edwall, Wash., capitalized at \$12,000. It is financed by George G. Grimes, F. A. Hanlon and H. S. Devenish.

Articles of incorporation have been granted the Farmers' Independent Grain & Produce Co. of Waukon, Wash., capitalized at \$4,000. S. A. Oakley, R. O. Scott, Silvert Lehn and others are interested.

#### CANADIAN.

Charles and Joseph Perrigo will build an elevator at Roblin, Man.

The Claresholm Grain and Lumber Co. will erect an elevator at Lethbridge, Alta.

W. J. Reycraft has sold his elevator at Muirkirk, Sask., to Warden Tolmie.

Gratton & Cournoyer, grain dealers of Montreal, Que., have dissolved partnership.

P. J. Stephens of Oxbow, Sask., is receiving bids for the construction of a 60,000-bushel elevator.

W. Parker has sold his grain business at Vegreville, Alta., to the Saskatchewan Elevator Co. Ltd.

A 40,000-bushel elevator will be part of a new 100-barrel flour mill to be constructed at Taber, Alta.

The Western Elevator Co. will construct an elevator at Fillmore, Sask., where three others are to go up this spring.

Owing to the lack of elevator facilities, it is said, 1,000,000 bushels of grain have spoiled in the vicinity of Yorkton, Sask.

A duty has now been placed upon flax, which was previously on the free list. Under British preference it will be 7½ cents and 10 cents general.

The Point Edward Elevator Co. of Sarnia, Ont., will operate its elevator at Toronto, Ont., instead of leasing it, and will expend \$3,000 in improvements.

Late in March Yorktown, Sask., reported nearly 1,000,000 bushels of grain had been marketed there, notwithstanding the car shortage situation. New elevators are promised.

Schneider's elevator at Moorefield, Ont., was burned down on March 14, and considerable grain was destroyed. The loss was a heavy one, as there was no insurance on the building.

John S. Metcalf Co., Chicago, has finished the plans for a 2,000,000-bushel elevator at Tiffin, Ontario, for the Grand Trunk Pacific Railway. Contract for its erection will be let the middle of April.

Farmers in the vicinity of Minnedosa, Man., recently sent a communication to the officials of the C. P. R. at Winnipeg, asking the company to make immediate provision for cars "to save us from serious loss."

Alexander Maclean, trade commissioner to Japan for Canada, is urging the erection of elevators for grain on the Pacific coast, so Alberta wheat growers can compete in prices with those from Washington and Oregon.

It is reported the Saskatchewan and Western Elevator Co., Ltd., of which James Sinclair of Stephen, Minn., is president, will add several new elevators to his line in the Saskatchewan valley. The company is incorporated for \$200,000.

Now that the weather is clearing, the British-American Elevator Co. (the Peavey Co.) will resume the construction of elevators started last fall along the Northern Pacific tracks. On March

21 the company had 3,000,000 bushels of wheat stored in its terminals at Port Arthur.

Work on the 80,000-bushel elevator being built for Muirhead & Black at Fort William, Ont., is nearly completed. It stands 114 feet high and has been constructed at a cost of \$40,000. Among the many pieces of improved machinery it will have will be dustless separators.

#### OHIO, INDIANA AND MICHIGAN.

Baker & Noragan, grain dealers of Butler, Ind., have dissolved.

A new scale has been installed by the Mollet Grain Co. at Fickle, Ind.

Plank & Gray have acquired the Frick warehouse at Wooster, Ohio.

Rowlader Bros. & Reiser, grain dealers of Woodland, Mich., have dissolved.

John Houghtly of Ogden, Mich., has sold his elevator to a Mr. Rice of Tipton.

O. M. Carpenter of Eams, Mich., has disposed of his elevator at Kingston to W. E. Snelling.

William M. Hoobler has purchased the elevator at Mechanicstown, Ohio, formerly owned by W. H. Cox.

W. C. Spiker of Wabash, Ind., contemplates a new elevator of 25,000 bushels' capacity at Gas City.

J. C. Shaeffer of Carroll, Ohio, has installed a new gas engine, hopper, scales, elevator and other improved machinery.

The Elkton Elevator, G. E. O'Dell, manager, of Elkton, Mich., will do some building and make some changes this spring.

Negotiations are on for the sale of the old Union Elevator property at Toledo, which is owned by the Backus Estate.

G. B. Hauman has purchased C. L. Shaw's interest in the grain business conducted by G. B. Hauman & Co. at Arlington, Ohio.

E. L. Perrin has leased the old Detroit, Toledo & Milwaukee Elevator at Marshall, Mich., for a period of three years and will reopen it.

Burrell & Morgan, proprietors of the Elkhart City Mills at Elkhart, Ind., and the L. S. & M. S. Elevator at Mishawaka, will erect an elevator at Niles, Mich.

W. H. Small & Co., grain dealers at Evansville, Ind., will erect several grain tanks near their elevator and will connect them by belt conveyors to the present plant.

The United Hay and Supply Co. of Coldwater, Ohio, has been incorporated and capitalized at \$8,000. H. B. Hoffman, Edward Hess, O. S. Collins, J. W. Long and Albert Collins are interested.

Rowland Bros. & Reiser have sold their elevators at Woodland, Coats Grove and Hastings, Mich., to a stock company just formed. Smith Bros. & Velte of Lake Odessa, and a Mr. Isbell of Jackson, are principal stockholders. About \$16,000 is represented in the deal.

H. M. Brown of Loudenville and Palmer & Sons of Celina, Ohio, have taken possession of the Bruns Elevator at Mechanicsburg. The latter are the father and brother of J. S. Palmer, who committed suicide just after buying the property with Mr. Brown. The firm will be known as H. M. Brown & Co.

#### SOUTHERN AND SOUTHWESTERN.

Talk of a rice elevator is heard around Palacios, Texas.

A new grain elevator is being built at Council Hill, Okla.

A farmers' elevator for rice is being erected at El Campo, Texas.

Andrew Arthur has his elevator at Tulsa, I. T., ready for occupancy.

A Mr. Nelson is having a large rice elevator built near El Campo, Texas.

An elevator will be erected at Pueblo, Colo., by the Davis Feed & Coal Co.

J. C. Chaney will build a rice elevator at Chaney Switch, near Beaumont, Texas.

The Texas Rice Farmers' Association is contemplating a rice elevator at Houston, Texas.

L. D. Ruffner has acquired the grain business Ruffner & Tate have conducted at Guthrie, Ky.

A new \$10,000 elevator will be built at Binger, Okla., for the Binger Gin & Elevator Co. It will hold 25,000 bushels of grain.

The McGregor Milling and Grain Co. of McGregor, Texas, has been incorporated with a capitalization of \$30,000. E. S. Edwards, C. C. Ed-



wards, E. W. Crouch and F. H. Johnson are the incorporators.

The B. C. Knight Mercantile Co. of Pueblo, Colo., succeeds R. C. Knight in the grain business.

J. S. Rose will erect a large grain elevator at Nashville, Tenn., on the site of the Model Mills, which burned several years ago.

Robert Stolz, of Koehler & Stolz, Galveston, Texas, has purchased a lot and it is understood will build a large grain warehouse.

H. P. Cooper, E. E. Cooper and Bowlin Bros. have combined their interests and will construct a 12,000-bushel elevator at Okemah, I. T.

Incorporation papers have been secured by the Bliss Grain Co. of Bliss, Okla., which is capitalized at \$10,000. J. C. Miller, J. M. Hill, Charles Orr, Joe Carson and others are interested.

Articles of incorporation have been granted the McKnight Gin and Grain Co. of Oklahoma City, Okla., which is capitalized at \$10,000. J. R. McKnight, J. D. McKnight and E. A. McKnight are interested.

The Garrett Grain & Mill Co. of Beaumont, Texas, has been incorporated for \$20,000. C. A. Garrett, T. W. Garrett and L. T. Votaw are interested.

The Jefferson Grain & Exchange Co. of Jefferson, Okla., has been incorporated with a capitalization of \$20,000. G. W. Lewis, J. L. Kubik, G. H. Belcher, F. Simon, J. W. Glahn and several others are stockholders.

A temporary conveyor has been erected for the Canal and Dock Co. at Port Arthur, Texas, the one in use having recently been wrecked. It is probable arrangements for boats to dock alongside the building will be made.

Incorporation papers have been given the Pond Creek Grain, Fuel & Live Stock Co. of Pond Creek, Okla., which has a capitalization of \$10,000. J. W. Wharton, C. M. Van Stickle, W. French, Frank Claney and others are interested.

Wirt & Lyons of Enid, Okla., have just added eight more grain elevators to their list. They are located at Carrier, Golttry, Helena, Homer, Marshall, Ingersoll, Driftwood and Amorita, making fifteen elevators controlled by the firm.

## TO "NOTIFY" DOES NOT MEAN TO "DELIVER."

The significance of the direction to notify parties named in order bills of lading, not specified as consignees, is explained by the New York Journal of Commerce in answer to an inquiry, as follows:

"The law is that the words 'notify J. J.' are to be interpreted literally. They do not mean 'deliver to J. J.' but simply to 'inform him that the goods have arrived.' This the carrier undertakes to do. So far as the words can be taken as having any bearing at all on the identity of the consignee, they indicate that 'J. J.' is not the consignee. The carrier is not justified in delivering the goods to 'J. J.' by reason of these words upon the bill of lading or receipt. 'J. J.' is to be notified, and then delivery is to be made to the person, whether 'J. J.' or another, who appears to be entitled to it from the condition of the bill of lading, shipping receipt or other document in the form in which it may be presented to the carrier at destination. The carrier's obligations as to delivery are not affected at all by the words 'notify J. J.' They are just what they would have been if no such words had appeared upon the receipt. (See 106 N. Y., 579.)"

C. C. James of Avon, S. D., is the new manager in charge of the Huntington Elevator Co.'s plant.

Edward Higgins of Chicago, formerly vice-president of the Armour Grain Co., is traveling in Spain.

A. M. Sheldon, of the Imperial Elevator Co., Minneapolis, Minn., has returned from a Cuban sojourn.

H. Rustard of Archtander, Minn., will succeed J. B. Jacobson as buyer at Mooers & Co's elevator in Kerkhoven.

The elevator at Heaton, N. D., is reported settling because of the pressure of grain which has been in it all winter.

Samples of wheat that has been thrashed in the locality of Fergus Falls, N. D., during the winter have been sent to the state experiment station to be tested as to their germinating qualities, and only 33 per cent of the wheat has sprouted. Oats gave a little better promise, the percentage that grew being 48 of the total sown.

## THE EXCHANGES

At a meeting of the Winnipeg Grain Exchange on March 23, an application for the re-instatement of the Grain Growers' Grain Association as members of the Exchange was refused.

The record price for memberships on the Duluth Board of Trade was reached last month when one sold for \$1,800 to a non-resident grain man. This marks an advance of \$800 during the year.

The membership of the late Marshall Field on the Chicago Board of Trade has been sold by the trustees of the estate to J. M. Hooper. The membership had stood in Mr. Field's name for over thirty years.

It is believed that the action of the Minnesota legislature in passing a bill which imposes a tax of 1 cent per \$100 valuation on all trading in grain futures will result in diverting much Duluth and Minneapolis business to Chicago.

It is announced that the Milwaukee Chamber of Commerce's fees for the inspection of grain have been doubled, effective April 4. The charge is now 10 cents for each 5,000 bushels and 5 cents for quantities less than the minimum.

The Annual Statement of the Trade and Commerce of St. Louis for the year 1906, as reported to the Merchants' Exchange by Geo. H. Morgan, secretary, has recently been issued and is a book of nearly 300 pages. Complete statistics for the year are given and the book is valuable in showing the advancement of the St. Louis market.

The greater number of tenants of the New Board of Trade Building at Indianapolis are occupying their offices, although considerable work on the structure still remains to be done. The grain dealers, some twenty or more, occupy the sixth and seventh floor, while the offices of the Board of Trade are also on the latter floor. The remainder of the building is given over to various business and professional men.

Following the signing of the Dowell bill by Governor Folk of Missouri there has been talk on the part of members of the Kansas City, Board of Trade of transferring their operations to Kansas City, Kan. The new law levies a tax of 25 cents on each transaction in futures and it is estimated that Kansas City traders will be hit for not less than \$400,000 a year. It is understood that no action has been taken as yet, but it is believed that the removal of the exchange is the only solution of the difficulty.

A special meeting of the Government Survey Board in connection with the Montreal Corn Exchange Association was held recently. It was explained that the Survey Board had been formed to arrange the standards of grain for the United States wheat which passed through Canadian ports, and that, as a rule, standards were made as near as possible to conform with the average American grain standard. The local grain inspector and his assistants were governed at all times by the standards fixed officially, and the board was always careful in making its standards.

The following amendment to the rules of the Duluth Board of Trade was adopted on March 20: "Rule XXVIII, Section I.—The unloading of any car of grain, bought by sample, shall constitute the acceptance of same by purchaser, provided, that where, in the process of unloading, any portion of a car is found to be plugged or of quality inferior to that of sample upon which the grain was sold, the purchaser shall accept the portion of the car unloaded and the remainder shall be left in the car subject to the order of the seller, who shall be immediately notified by the elevator company unloading the same. The following was substituted for Rule XXIV: "Section 1.—In all sales of grain by the carload, it shall be the rule that one thousand (1000) bushels shall constitute a carload of wheat, one thousand (1000) bushels a carload of corn, one thousand (1000) bushels a carload of barley, one thousand (1000) bushels a carload of rye, fifteen hundred (1500) bushels a carload of oats, and one thousand (1000) bushels a carload of flax, unless otherwise agreed upon by the parties."

The annual report of the Omaha Grain Exchange for 1906, the third in the history of that organization, has just been published. It shows that the Exchange is steadily forging ahead and that the past year has been the most prosperous since its establishment. The secretary's report says the receipts of grain in the Omaha market for the year 1906 show a material increase over the preceding year and that "if the ratio of this growth keeps up, Omaha must soon become the second primary grain market of the United

States." The report of Chief Inspector and Weighmaster George B. Powell shows the work in his department to have been well handled.

A special meeting of the Grain Committee of the Little Rock Board of Trade will be called to consider the propriety of issuing weighing certificates. The committee on grain inspection issues certificates, and the board has been solicited by the trade to issue weighing certificates in order to facilitate the grain business, which has grown to considerable proportions.

The Indianapolis Board of Trade has filed a protest with the Indiana Railroad Commission urging that body to have the railroads suspend the order for an advance in rates on grain and hay which they have proposed. It is pointed out that members of the exchange have purchased grain and hay on the basis of present rates and that there are large quantities of both in store which cannot be shipped out on account of the shortage of cars. It is requested that the order to raise the rates be suspended until the grain now on hand can be shipped. A committee consisting of E. W. Bassett, H. E. Kinney and Arthur Gillet, was appointed to present the resolution to the Railroad Commission. A similar request was sent to the Commission by the Indiana Grain Dealers' Association some time ago.

The Toledo Produce Exchange on March 25 passed the following resolution: "Whereas the railroad companies have announced an advance in eastbound and southern grain rates effective April 1, 1907: Whereas, during the past six months or more the car supply here has been entirely inadequate, so much so that grain shipments have been subjected to endless delays; Whereas, grain handlers here, because of continued car shortage, have been obliged to carry grain in the Toledo elevators for many weeks and months, thereby incurring endless expense for storage, insurance and interest charges; Whereas, the railroad companies are at present totally unable to supply cars for grain now on file for shipment, notwithstanding the fact that in many cases said grain has been on file for shipment for the past thirty to sixty days and more; Whereas, there is no possible chance that the shipment of said grain can be accomplished on existing freight rates; Whereas, the proposed advance will work a great hardship to all grain shippers from this market, and in many cases cause them great and serious loss; Therefore, be it resolved, that we consider the proposed advance in eastbound and southern freight rates to be at this time and under present existing conditions very inappropriate and unnecessary. And further be it resolved, that we urgently protest against the contemplated advance in freight rates and suggest that it be postponed until such a time as the advance can be brought about without causing so great hardship and loss to grain handlers."

### ANNUAL ELECTION AT MILWAUKEE.

The annual election of officers of the Milwaukee Chamber of Commerce was held on April 1. The following ticket was elected: President George H. D. Johnson; vice-president, W. E. Waugh; second vice-president, Wallace M. Bell; secretary and treasurer, W. J. Langdon; three directors for three years, Clark Fagg, L. R. Fyfe and J. A. Mander, Mr. Fagg being re-elected and the others succeeding David G. Owen and G. C. Holstein; board of arbitration, C. R. Lull, Walter Stern, S. P. Humphrey, George J. Zimmerman and H. H. Peterson; board of appeals, Capt. F. H. Magdeburg, John Buerger, J. J. Kellogg, George A. Adlam and C. W. L. Kassuba. The present grain inspector, F. D. Hinkley, and Chief Weigher, Frank F. Clapp, were re-elected.

### NASHVILLE EXCHANGE IN NEW QUARTERS.

The Nashville Grain Exchange formally took possession of its new quarters in the Board of Trade Building on April 1, the occasion being marked by an exchange of courtesies between the members of the two organizations.

About forty members of the Exchange and a number of members of the Board of Trade were on hand. The Board of Trade was formally represented by the Executive Committee, composed of President S. G. Douglas, vice-president R. L. Burch and John Coode, and by secretary Shannon, and also a special reception committee, composed of Leland Hume, E. M. Foster, H. F. Smith, James Palmer and Sam Berger.

The members of the Exchange and the reception committee gathered on the floor of the Exchange at 11:45 o'clock. President Byrd Douglas of the Exchange called the meeting to order and made a short talk in a happy vein, speaking of the pleasure of the grain men at being quartered in the same building with the Board of Trade, and expressing the hope and belief that the two organizations would be of substantial mutual benefit. He



then presented Leland Hume, Chairman of the Board of Trade Committee. Mr. Hume welcomed the members of the Exchange to the Board of Trade Building and was heartily applauded.

James Palmer, A. H. F. Smith, Samuel G. Douglas, I. T. Rhea and Caswell E. Rose also spoke. Charles Jones, of Memphis, a grain factor of the Bluff City, spoke also, expressing his delight and pleasure at finding the Grain Exchange of Nashville so commodiously and elegantly quartered. He called attention to the fact that the cities of Nashville and Memphis are the natural distributing points for grain for the entire South and Southeast, and said that the fact was recognized by the railroads as well as by grain men all over the country.

The new quarters of the Exchange are about ten times as large as the old ones and are more convenient in every way. It is expected that the transaction of business will be greatly facilitated.

## COMMISSION

A. L. Deibel, selling agent for oats at Little Rock, Ark., has removed his offices to Room 22, Gay Building, St. Louis, Mo.

The Logan Grain Co. of Kansas City, Mo., recently filed a statement with the secretary of state to show that it had made an increase in its capital stock from \$25,000 to \$50,000; three-fourths of the increase paid.

The Cooper-Kiddle Grain Co. has opened an office and started in the grain business at Omaha, Neb. E. J. Kiddle was formerly connected with the Van Dorn Grain Co., severing his connection with that firm on April 1.

Bert A. Boyd of Indianapolis, Ind., in a recent circular announces his removal from the old Board of Trade to No. 609, new Board of Trade Building, at corner Meridian and Ohio streets, one-half square north of the "Monument."

Lamson Bros. & Co. of Chicago, Ill., have opened an office in the Gasser Block at Waterloo, Iowa. It will be in charge of Sievert & Larabee, who will buy cash grain, as well as handle the firm's account in futures for that market.

Jos. P. Griffin, who for a number of years past has been manager of the grain department of the Glucose Sugar Refining Co. of Chicago, severed his connection with that firm on April 1 to become a member of the firm of Marfield, Tearse & Noyes, Chicago.

The Townsend-Ward Co. of Buffalo, N. Y., has been incorporated with a capital stock of \$12,000 to carry on a general grain brokerage and commission business. The incorporators are William E. Townsend, Albert T. Ward, James Lord O'Brien, all of Buffalo.

The Columbia Elevator property at Robey Street and Chicago River, between Twenty-fifth and Twenty-sixth streets, has been sold by J. Ogden Armour to the Chicago, Burlington & Quincy Railroad. The ground is 200x243 feet, and the elevator has a capacity of 1,000,000 bushels.

The Bennett Commission Co. of Topeka, Kan., is sending out a blotter to their friends and patrons on the reverse side of which is a promissory note form in which they agree, over their signature, to pay all patrons for twelve months after date their united and best efforts on all business entrusted to them, with legal interest from date. This note, we understand, can be had for the asking and will not be allowed to go to protest.

H. W. Rogers, president of the Rogers Grain Co., with offices at 700 Royal Insurance Building, Chicago, celebrated his seventy-fifth birthday March 27 and was presented with seventy-five American Beauty roses by his friends on the Board of Trade. The presentation speech was made by Capt. I. P. Rumsey, who referred to the forty-five years connection which Mr. Rogers had had with the grain trade of Chicago and with the Board of Trade. In 1881 Mr. Rogers served as president of the Board and has been a director several times.

J. M. Corey of Harper, George W. Flick of Wichita and J. T. White of Ottawa have been re-appointed members of the Kansas Grain Grading Commission. It is the duty of the Commission to establish the grain grades to be followed by the state grain inspector in grading grain at points where his department operates. Ordinarily the Commission meets but once each year and the members are paid only for the time they actually put in discharging their official duties.

[From Forest City, Ia., "Summit."]

## PROFITS OF THE COUNTRY GRAIN DEALER.\*

BY CHARLES RIPPE.

Since Mr. Blank has given you some business experience, I will ask you to form a partnership with me for the purpose of gaining information in the grain business. As we are going to deal largely in the past, we will need no money capital—only our time. As I would like to have control of the business management, let us divide the stock. You take 45 per cent, and I will take 55 per cent. We are now ready for business, and let us open up at Thompson.

We have heard considerable about 5 and 7 cents profit on grain, but as most of the grain handled at Thompson is corn and oats, 5 or 7 cents profit would be exorbitant. But we want to be reasonable and buy on a profit commensurable with our investment, expenses, etc., and also deal justly with our patrons. We are starting in on a new crop and will watch the markets closely so we will be able to make an intelligent offer on the first new grain coming to market.

After shipping a few carloads we get lined up on grades and prices and square away to business. The harvest having been a dry one, the most of our oats grade No. 3 white, but some way they sell at  $\frac{1}{4}$  cent less than they should, judging from the prices quoted in the price currents. But the commission firm writes that they were stained and dirty, and the solicitor has told us what a good salesman the firm has, so we continue giving them our shipments.

A patron brings in a bunch of oats that are clean, bright and considerable better in quality than the oats we have been handling. It is our judgment that these oats will grade No. 2 white and sell for a cent more than our average oats; therefore we pay our patron 1 cent more per bushel than we are paying for the average oats, keep them in a separate bin and ship them separately. When we receive memorandum of sales of this car we find that the grain has graded No. 3 oats and was sold at 1 cent per bushel less than our average oats, and we get the same old letter, "Stained and dirty." Now, we know something is wrong at the other end and we change commission houses.

December comes and a lot of our patrons want to shell and sell their corn. The corn is a little damp and new, but sound; so we buy it, giving what we think it is worth—No. 4 price. We ship it to Chicago. Perhaps the day it is inspected the weather is mild. The memorandum of sales conveys this information: "Hot. Sold 10 cents under 3 price."

That night we go to bed and dream that the ghost of a 7-cent profit is after us, and in our efforts to escape we are caught by a Chicago commission man, which wakes us up. Again we go to sleep and dream that we are back to the dear old home among the hills, playing "Blind man's bluff" around the kitchen stove with our brothers and sisters. Having been caught, we are blindfolded and grope around in the dark. Presently we think we hear someone in a certain direction. We start forward quickly. Someone from another direction shouts, "Hot! Hot!" but too late; we have run against the stove and burned our fingers, which again wakes us up.

In the morning we go to the office, cranky for the want of sleep, and again change our commission house. Our shipments now begin to sell in line with our judgment. We get along fairly well until February. This is the month in which Messerole hits the pipe the hardest, and the air is blue with the rumors of the grain men taking 5 cent margins, which annoys us some, inasmuch as it leads some of our patrons to believe that he means profit. Spring comes; business slacks up. We make cut-offs and we figure up the business. When everything is closed up we are somewhat disappointed with results, and we decide that if we wish to continue in the grain business we will have to use better judgment in some respects. The air is full of smoke from Messerole's pipe.

While meditating the American Co-operative Journal lies on the desk before us. On the front cover is a picture of the Goddess of Liberty standing on the pinnacle of the globe. In the background are pictures representing the Chicago terminal elevators and Chicago stock yards factories. The smoke ascending from the chimneys of these factories intermingles behind the Goddess of Liberty and forms the card of the American

\*A paper addressed to the farmers of Winnebago County, Iowa, on the "Character of the Regular Grain Dealer," whose fairness had been attacked by the agents of the Chicago syndicate for the promotion of co-operative elevators—his profits as measured by the facts. A good document for republication in the country newspapers.

Co-operative Journal, held aloft by the Goddess of Liberty. This suggests something to us. We remember the old saying, "Where there is smoke there is fire." The picture before us suggests Chicago, so let us follow our grain to Chicago and see how it is being handled.

We will go to the Board of Trade, as that is where our grain is sold. We go to the office of our commission firm, where we are furnished with a guide, who provides us with tickets and conducts us upon the floor. We are from the country and will stand for a few moments gazing at the big pit, where millions are lost and won in a few minutes. But we soon decide that the pit is not so much of a wonder to look at. All we can see is a good imitation of the Sioux Indians at a war dance. We now turn away and our guide conducts us to our commission firm's sample table. Before we reach the table we glance ahead and see two men evidently bargaining over a sample of grain. It is apparent that the medium-sized gentleman with the dark hair is the buyer and is making an offer on the sample; and the tall, fussy gentleman is the seller. As we draw near we hear the last-named gentleman saying, "No, sir! I will accept no such price. This barley is worth 1 cent more per bushel than the price you offer. You think that because you have a little barley coming this way you can buy it at your own price, but I will forward this barley through to Milwaukee, where it will net our patron 1 cent more per bushel."

We are now introduced to our salesman. After hearing the name of our firm, he says, "Oh, yes; that car of barley I wrote you about yesterday I was offered 1 cent more for to-day and I let it go. You remember that I wrote you yesterday I would order the car to an elevator to be cleaned. As it was rather dirty, I figured that it would net 1 cent more by handling it in that way, but as I was offered what I considered it worth to-day, I let it go. What do you think about it?" "You have always sold our grain for its true value, according to our judgment, and, although we did not see the barley, we had the grade on hand and the price is satisfactory."

The salesman asks a friend and ourselves to dinner. We accept, as this gives us an opportunity to have a good visit with him, and we learn that he is posted on the outlets, is a good judge of quality and knows all the details of the grain business; and we get many valuable pointers from him. We also learn that this gentleman does not have to come out into the country and mix up "hot air," as he has all the work he can attend to in Chicago.

Having learned considerable about the business, we decide to stay over another day. The following morning, on arriving on the floor, we meet the salesman of one of the firms we had done business with during the early part of the season. He is very courteous and invites us out to dinner. We accept. While the routine of the regular business is on, we get acquainted with a great many commission men and learn that they know all about the business from A to Z, and we talk grain business to our hearts' content.

When the bell taps our friend finds us and we go to dinner. He has a friend with him, another salesman. As is customary, by our request, our host orders for all of us. The order given, after a few commonplace remarks, our host turns to our friend and says: "I made a good deal the other day." "How was that?" "So-and-so's salesman had several cars of corn that were a little out of condition and liable to get hot." Here we prick up our ears. Something in that word brings back a faint recollection of the old dream. "I bought that corn from him at 10 cents under No. 3 price. I reshipped it to Peoria and cleaned up 7 cents per bushel on it." We have found the fire and know the cause of the 5 and 7 cent profit talk. Our host does not inform us what pull he had which enabled him to buy his corn at 7 cents less than it was worth.

We now decide to go home and steer shy of the Chicago scalper. Some morning, when we are rustling around in our office, getting ready for our day's business, a solicitor for one of the commission firms with whom we first did business comes in and introduces himself and is glad to see us. Of course, he is after our business, and he gives several reasons why his firm can handle our business to the best advantage. We finally tell him that we were not satisfied with the treatment we received when we did business with his firm. He next informs us that, at that time, So-and-So was salesman for their firm and, in consideration of \$1 per car on the side, sold the grain at  $\frac{1}{4}$  cent per bushel less than its value; but the "old man" fired him as soon as he found it out. We tell him that we have no way of knowing whether or not the new man is getting \$2 per car on the side, and, as we are satisfied with the commission



firm with whom we are dealing at present, we do not care to change.

Let us discontinue the partnership arrangement here. There are other facts I wish to bring before you and will just quote you part of an address delivered before the state convention of the Farmers' Grain Dealers' Association of Iowa, at Mason City, February 2, 1906, on the "Manager's Difficulties:"

"If you sell a man a pig you don't expect to deliver him a chicken. If you sell him a cow you don't deliver him a horse. Yet you sell the manager of your company No. 3 corn and expect to fill the sale with No. 4 or N. G. corn that will be discounted to him from 3 to 10 cents a bushel."

Farmers, are you not being educated to accept unreasonable cuts in the price of your grain? Do the gentlemen from Chicago ever tell you to put your grain in the best markets of the world? No, they tell you to be loyal to their system, no matter what your grain would bring you if handled through other channels.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Title to Grain Lost to Shipper.

Two carloads of wheat and one carload of oats were sold by a company to a San Francisco firm which directed that the grain be shipped to a milling company at Stockton. The grain was loaded and shipped according to directions, the shipping receipts being sent to the purchaser's office in San Francisco, and a draft drawn on the firm for \$1,500, which was, on the 15th of the month, returned after dishonor and protest. On the 16th, the firm filed their petition in bankruptcy, and three-quarters of an hour thereafter the shipping receipts were, pursuant to directions previously given, mailed to the shipper. And on the 17th the railroad agent at Stockton was notified not to deliver the grain to the milling company, when the agent stated that it had already been delivered.

It was urged on behalf of the shipper that the grain was stopped in transit, and that by recaption it had resumed possession thereof before final delivery. But the Court of Appeal of the third district of California thinks that the evidence was sufficient to support the implied finding that before the right of stoppage in transit was exercised the grain was delivered to an agent not employed merely to forward the property to the consignee, and holds (*Grange Co. vs. Farmers' Union & Milling Co.*, 86 Pacific Reporter, 615) that, such being the case, the shipper must fail in its action to recover from the Milling Company the value of the grain, whether the Milling Company had a lien or not.

With regard to the contention that the return of the shipping receipts was a symbolical redelivery of the grain, or at least a refusal to accept it, the court says that it does not think it had any such effect. At the time such receipts were returned the grain had been delivered to the consignee, through its agent, to whom it was shipped. Most of it had been unloaded and stored, and the remainder was in a car which had been delivered by placing it on the private tracks in the private yard of the agent (Milling Company). It was, through such delivery, in the possession of the consignee whose property it became beyond power of recall by the seller. If it be admitted that the mere return of the receipts issued by the carrier to the shipper can in any case operate as a symbolical redelivery of or a refusal to accept the goods shipped, it certainly could not have such effect under the circumstances disclosed by the record in this case. The legal status of the property had been fixed by its delivery to the milling company as agent of the consignee, and no act of the latter could change or vary the legal effect of such delivery.

Waiving all other considerations, the consignee, after the filing of the petition in bankruptcy, was absolutely without power to restore to the shipper the property interest in the grain which had previously been delivered. The legal effect of filing such petition was to place the grain and other property of the consignee in the custody of the law for the benefit of all creditors of the bankrupt firm. For this, if for no other, reason, the consignee was powerless to make a symbolical redelivery of the grain, thus revesting the legal title thereto in the shipper, and was equally powerless to repudiate the act of its agent in accepting possession of the same. Nothing the bankrupt

consignee should do at that late hour would or could vest the legal beneficial interest or title to the grain in the shipper, who had completely parted with possession of the property, and had lost his right of recaption.

There was also another view of the case which was fatal to the shipper's claim. The course of business between the buyer and seller, the conduct of the latter, and every circumstance attending the sale of the grain, indicated an intention on the part of the shipper to transfer the title to the grain at the time of shipment. Under the express provisions of the code this vested the title to the property sold in the buyer.

### UNLAWFUL APPLICATION OF ARBITRARY UPON SHIPMENTS OF GRAIN AND GRAIN PRODUCTS.

The decision of the Commission upon the complaint of the Blackwell Milling & Elevator Company of Blackwell, Okla., against the Missouri, Kansas & Texas Railway Company, was rendered on March 7, in an opinion by Commissioner Prouty.

It appeared, says Freight, that the defendant railway company established a distance tariff for the transportation of flour and other grain products between points upon its own line, and these rates applied upon its local shipments from the junction point to the destination of the traffic. It provided, by a schedule regularly issued for that purpose, that upon traffic received from connections it would exact an arbitrary of 5 cents over and above its regular local rate, so that the complainant, in shipping from its mill to some point upon the Missouri, Kansas & Texas Railway, was compelled to pay to that company not only its regular local rate from the point of junction to the point of delivery, but an additional sum of 5 cents per 100 pounds. The complainant insisted that the application of this arbitrary was unlawful, asked that an order be issued directing the defendant to cease and desist from imposing it in the future, and claimed reparation by reason of having been compelled to pay it in the past. The opinion of the Commission is as follows:

"The carrier puts in force this arbitrary for the purpose of protecting its traffic—that is, for the purpose of enabling mills upon its own line to sell to territory served by its line, so that it may enjoy the entire haul upon that business; whereas, if it receives such traffic from mills located upon other lines it often obtains but a comparatively short haul. While a railway may protect its traffic by any proper means, the enforcement of this rule might be carried to such extent as to absolutely prohibit every mill not located upon the line of the defendant from selling upon its line; and, indeed, the testimony in this case shows that the arbitrary of 5 cents per 100 pounds has, in a great measure, produced this effect. It seldom happens that a railroad should be permitted to charge more on through business than its regular local rate where that local rate is sufficiently high for the local service. We are of the opinion that in the present case the imposition of this arbitrary by the defendant is unjust and unreasonable."

This arbitrary is no longer in force or effect. An order for refund of six bills amounting to \$85.10 was made. In respect to an item of \$28.80, the Commission says: "The jurisdiction is not denied, but it is insisted that with respect to the other payments the Commission cannot entertain the complaint, for the reason that when the shipments were made it had no jurisdiction over railroad transportation in the territories of the United States."

"Under the original act, jurisdiction was given over shipments 'from one state or territory of the United States or the District of Columbia to any other state or territory of the United States or the District of Columbia.' These shipments were all from a point in Oklahoma Territory to various points in Indian Territory; and it is therefore clear that, without the amendment of August 28, 1906, the Commission had jurisdiction over the matters complained of. That amendment conferred jurisdiction over transportation entirely within a territory, which was not given by the act before. Reparation will, therefore, be ordered for the entire amount of \$113.90, with interest."

The business and machinery of the Farmers' Association, formerly the Farmers' Exchange, Little Falls, Minn., was sold on April 1 to P. A. Kull, who will continue the business. The Farmers' Exchange was organized in the spring of 1904 and prospered until the spring of 1905, when it suffered a loss of \$700 on its elevator fire. It

afterward leased the Monarch Elevator, and on account of the wheat being bought here at that time on such a close margin, suffered another loss of \$800. Farm machinery was also added in the year 1905, which brought more losses. The stockholders have each lost a small sum of money, but all outstanding debts have been paid in full.

### LANDA-LATTIN IN ILLINOIS.

Secretary Goetzmann, under date February 22, reports the following decision in a case prosecuted by the Federation, of interest in connection with the custom of selling milling products under sight or arrival draft terms. He says:

The case stated briefly is as follows: A controversy arose between the firm of A., B. & Co., wholesale grocers of the city of Chicago, and the McGuire Milling Company, Hiawatha, Kan., the claim being made by A., B. & Co. that the quality of a shipment of flour made them was below purchased grade and a demand made for an excessive reduction in price. Numerous efforts were made by the McGuire company to arrive at an equitable adjustment, but without avail. Failing to secure the reduction demanded, the grocery company attached a second car which had been sold to them; and this action was brought by the bank, the latter claiming that the ownership of the attached car rested not in the McGuire company but in the bank wherein had been deposited the bill of lading, sight-draft attached.

A letter just received from Mr. Reed, official counsel, covering this case, will fully explain the finding of the Appellate Court in the premises. He says:

"On February 19 the Appellate Court here handed down a decision in the case of A., B. & Co. vs. The McGuire Milling Company, in which the First National Bank of Hiawatha, Kan., interpleaded. Decision was in favor of the bank and sustained the contention of this office."

"You will remember that in October, 1906, the McGuire Milling Company shipped a carload of flour under a contract it had with A., B. & Co. This car was shipped by the milling company to its own order, with directions to notify A., B. & Co. The day after the flour was shipped the milling company drew its sight-draft on A., B. & Co. to the order of the First National Bank of Hiawatha, and attached to the draft the bill of lading endorsed in blank, and this with other items of deposit was deposited in the usual course of business with the First National Bank of Hiawatha, where the items were credited to the milling company. The draft with bill of lading attached was forwarded to the Chicago correspondent of the bank for collection and was not paid. A., B. & Co. attached the flour in a controversy which they were having with the milling company over the quality of flour theretofore shipped by the milling company to A., B. & Co. The bank filed an interplea, claiming title to the flour. The Circuit Court decided that the flour was the property of the milling company and, as such, could be attached for a debt of the milling company, on the theory that the bank was acting for the milling company merely as a collective agent. The Appellate Court revised this finding and finds that the title to the flour was in the bank and that the bank could hold it against the world."

"This case is of some little interest, as the method here employed by the milling company is, as I understand it, the method frequently employed by mills throughout the country as affording them a measure of protection against action on the part of disgruntled customers."

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

Geo. A. Bell, Aurora, Ill.  
E. Dolman, Wanatah, Ind.  
W. B. Kurtz, Toledo, Ohio.  
J. M. Maguire, Campus, Ill.  
J. L. Stewart, Beloit, Wis.  
L. E. Harris, Plymouth, Ind.  
C. J. Furnas, Jefferson, Wis.  
K. A. Harper, Van Horne, Iowa.  
F. H. MacKenzie, Quincy, Mich.  
R. L. Culbertson, Terre Haute, Ind.  
M. E. Rozelle, representing The Wolf Co., Chambersburg, Pa.  
C. A. Smith, manager Star Grain & Lumber Co., Wellsville, Kan.  
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.

The Pittsburg Grain and Hay Reporter of April 5 said that a large per cent of the shelled corn either arrives out of condition or gets out of condition before it arrives at interior points. "Until the germinating period is over we can advise shippers to use utmost caution in the kind of corn that is shipped."



## IN THE COURTS

Charging that its mill and elevator at Rich Hill, Mo., was set fire on January 29, 1906, and destroyed, by a spark from a Missouri Pacific railway locomotive, the Flannagan Mills and Elevator Company has commenced suit for \$237,500 damages, against the railroad.

On the petition of foreign creditors the Ottawa Grain & Milling Co. of Ottawa, Kan., has been declared a bankrupt. F. M. Harris has been named as trustee, but F. M. Flegle is still in control of the mill, on a lease from Mr. Harris, pending a settlement of the matter.

A verdict in favor of the plaintiff was returned by a court at Davenport, Iowa, in the case of the Iowa Grain and Produce Co. versus Louis Dunkelberger, to recover \$1,400, coming out of the failure of the defendant. A verdict was rendered once before, but was set aside.

The T. & O. C. R. R. Co. has appealed the verdict of the Circuit Court at Columbus, Ohio, which awarded John Wren of Duquat, a shipper of hay and grain, \$2,000. He sued for \$15,000 because he was refused cars by the railroad though he had an elevator and a siding at Duquat.

Justice Marcus of the Supreme Court at Buffalo, N. Y., who heard the trial which resulted in a verdict for \$54,000 damages in favor of the Buffalo Grain Co. against the Western Elevating Association, has awarded an additional \$2,000 as costs for the plaintiff's attorneys. The case was chronicled in the March number.

It was announced recently that the bondsmen of the late Henry E. Agar of the defunct Princeton Elevator Co. at Princeton, Ind., have agreed to pay 70 cents on the dollar. The loss will be more than \$30,000. James T. Walker, vice-president of the People's Trust and Savings Co. of Evansville, Ind., has been elected trustee.

John I. Glover, a grain dealer on the Board of Trade at Kansas City, Mo., has brought suit against the Missouri Pacific R. R. Co., involving the same issues as the suit commenced a few weeks since by the prosecuting attorney against fifteen railroads to remove the embargo on Kansas City's grain market. Mr. Glover asserts the railroad refused to switch cars loaded with grain to other roads for delivery to customers.

A new trial has been denied the Northwestern Elevator Co., which was defendant in a suit for personal property taxes on 29,150 bushels of grain stored in its elevator in 1905, brought by the state of Minnesota. Says the court: "If the wheat was not its own for taxable purposes, it had possession of it for the true owners and should have listed it for taxation. The vigilance of the assessor having saved the company from failure of duty, this tax ought to stand."

R. E. Knapp of Farley, Iowa, has filed a petition with the clerk of the District Court asking for a receiver for the elevator firm of Kelly & Knapp. The defendant in the case is P. J. Kelly, the senior member of the firm. Knapp's petition asserts that on April 2, 1906, he purchased a half interest in the firm of Heald & Kelly, paying B. D. Heald \$7,929 for the same. Soon after he became a member of the firm, the petition alleges, Kelly took charge of the affairs of the concern and refused to let him know anything about the business.

The court has returned a verdict in favor of the Paul Schminke Co. of Nebraska City, Neb., after a sensational trial in its suit against W. S. Holden and H. H. Beater. Ed L. Holden was manager of an elevator at Burr, Neb., and disappeared and has not been heard from since. He was supposed to have a large amount of grain in the elevator and stored in St. Louis. The plaintiffs attached the grain found at Burr, but W. S. Holden, his father, claimed that there was no grain in the elevator belonging to Ed S. Holden; that it had all been shipped out, and what was there had been hauled there by tenants of the various farms owned by W. S. Holden. It is thought Ed. L. Holden committed suicide.

In the Circuit Court at Council Bluffs, Iowa, recently, William C. Droge and Henry F. Droge, under the firm name of Droge Bros., began suit against Gus Giese, A. Goldapp, E. McMullen and N. McMullen to recover on alleged breach of contracts to deliver certain amounts of grain. The allegation is that Gus Giese agreed to deliver 1,000 bushels of corn on or before February 25, 1907, at 35½ cents per bushel, and that upon failure to deliver the damages to the plaintiffs amounted to \$39; that A. Goldapp agreed to deliver 2,000 bushels of corn on the same date at 34 cents per bushel, and that the failure to carry out the contract dam-

aged the plaintiff to the amount of \$63; that E. McMullen agreed to deliver on the same date 1,000 bushels of corn at 34 cents per bushel, the damage in this case being \$32; that N. McMullen agreed to deliver on the same date 2,000 bushels of corn at 34 cents, per bushel, and in the failure to deliver the damages amounted to \$63.

George S. McReynolds, the Chicago elevator man, who was found guilty of fraud in connection with his operations on the Board of Trade, was released from the county jail on April 3, on bonds of \$10,000, secured by means of a writ of superseas in the Illinois Supreme Court. Geo. W. Cobb, Hattibel C. McReynolds and Attorney C. H. Fyffe signed the bonds. The defendant was found guilty last January on a charge of having removed grain from his warehouse without permission of the holders of his warehouse receipts. He was sentenced by Judge Mack to the penitentiary for a term of from one to ten years. His wife is conducting a violet farm near Chicago to secure funds with which to fight his imprisonment.

On March 20, the Minnesota Grain Co. of Duluth, Minn., was made defendant in a suit filed in the Circuit Court by F. W. Runkel, by which he seeks to recover \$1,030.62, which he claims is owing him. It is claimed by the plaintiff that the firm of Blouin & Sporend, prior to Feb. 8, 1907, dissolved partnership and assigned all of the assets to J. O. Blouin, a member of the firm, including \$1,030.62, in the possession of the defendant company. On November 1, 1905, it is claimed, Blouin & Sporend owned four cars of wheat valued at \$3,000, which had been delivered to the Minnesota Grain Co. to sell. It is alleged that the sale was made, and the commission of the Minnesota Grain Co. deducted, and that the proceeds, with the exception of the amount involved in the suit, were turned over to Blouin. Later, it is claimed, for a consideration of \$515.31, Blouin assigned the claim against defendant to Runkel, who is now bringing the suit to recover the \$1,030.62 which he claims is still in the possession of the Minnesota Grain Co.

St. Louis grain interests lately petitioned the United States Circuit Court for an injunction against the Missouri Pacific and Iron Mountain Railroad companies, which are cited to appear in court on April 24. It is charged that they have made grain rates on shipments from Iowa and Kansas south, discriminating against St. Louis and in favor of Kansas City, St. Joseph, Omaha and Des Moines. The suit attacks the new tariff on grain and grain products from the cities named to Little Rock and other points in Arkansas, which was filed with the interstate commerce commission January 10, to go into effect March 15. It supplants a tariff effective on February 12 last. Grain dealers at Kansas City, St. Joseph and Omaha made a complaint against this tariff as being in favor of St. Louis and the roads changed it. Under the change St. Louis is given the worst of the bargain, and rates are made proportionately higher from this city to the Arkansas territory than from any of the other cities. The dealers say in their petition that the new tariffs will irreparably destroy their business with that section.

Grant G. Sutherland, a grain dealer of St. Louis, recently brought suit against the Illinois Central Railroad to recover on 12,000 bushels of corn, representing the loss in weight on corn shipments made to New Orleans, which the railroad diverted from its destination and had cleaned and dried in order to bring the grain up to contract grade. The action was heard in the United States Court of Appeals, which on March 25 affirmed the finding of the lower court in favor of the railroad. The facts are that Sutherland sold between 1,000 and 1,200 carloads of corn to parties in New Orleans, and shipped the grain over the Illinois Central at different times between December, 1903, and March, 1904. It transpired that, on arrival, 250 carloads were found to be inferior to the required grade. These cars were temporarily diverted by the railroad, sent to another elevator, where the corn was dried and cleaned and the grade raised to No. 3, making it deliverable under the contracts. The cleaning process resulted in a loss by weight equivalent to 12,000 bushels, and treatment charges of \$1,371 were assessed by the railroad and paid by the purchasers, whom Sutherland reimbursed from time to time. Sutherland then sued the railroad for the loss and weight and treatment charges, on the ground that its action in diverting the corn before delivery at the elevator designated was a violation of its duty as a common carrier, unauthorized by him and could not lawfully have been authorized by the purchasers. The trial court directed a verdict for the railroad. The question of the ownership of the corn was not considered by the Court of Appeals, which held the consideration which precludes recovery in substance to be: "That Sutherland wrote his factors that shipments in contemplation would be made over the Illinois Central because of that road's facilities for drying such corn as needed

it; that he learned afterward that the corn was being dried, and at no time during the progress of the shipments did he object to the action. Whatever advantage he accrued he accepted, and now seeks to recover because he did not consent in advance. Clearly, this would not do and would be contrary to the principles of justice and fair dealing. It was his duty to speak if he was dissatisfied, and his silence was consent in a contractual sense."

The National Grain and Elevator Co. has instituted suit against the Kansas City Board of Trade for \$41,451.84 alleged damages. The petition was filed in the Circuit Court on April 2, and says that the defendant, by reason of an "illegal combine," or trust, forced the plaintiff out of business in Kansas City, in 1906, resulting in an actual loss of \$13,817.28. Treble damages are asked under the statute relating to such cases. C. W. Peckham of Reno, Kan., is president of the company which was organized about two years ago with headquarters at Kansas City. Wheat growers in Kansas, Nebraska and Oklahoma are the principal stockholders. The company alleges that it did business as an "independent company" to handle grain on a commission of one cent a bushel. Allegations in the petition are that in 1906 more than ½ million bushels of wheat actually were shipped to the company in Kansas City. But when the company sought to dispose of the wheat it was discovered that the dealers in Kansas City would not offer a bid. It was found impossible to sell any wheat, the petitioners say, to members of the Kansas City Board of Trade. Other markets had to be sought, entailing a loss of several hundred dollars on every car of wheat.

## FEBRUARY TRADE MOVEMENT.

The internal commerce movements for February, as reported by the Bureau of Statistics of the Department of Commerce and Labor, reflect both the unfavorable weather conditions prevailing in the northern part of the country, as well as unsatisfactory traffic facilities, complaints regarding which were more pronounced in the South, Southwest and Middle West than in the rest of the country.

Grain receipts at Boston, New York, Philadelphia, Baltimore, New Orleans and San Francisco during the month of February aggregated 16,868,098 bushels, as compared with 25,408,398 and 14,848,899 bushels at these seaboard points during the same month in 1906 and 1905. Decreases are shown in the case of each one of the markets mentioned, being especially heavy in the cases of Boston, which received 1,166,973 bushels in February, 1907, as against 2,283,481 in February, 1906; New York 5,072,000 bushels, as against 7,213,000 in February, 1906; and Philadelphia 2,939,000 bushels, as against 4,153,000 during February, 1906.

Grain receipts at 14 interior primary markets during February aggregated 60,718,967 bushels, as compared with 57,658,429 bushels during February, 1906, and 43,833,937 during February, 1905. Of the total receipts, wheat constituted 15,012,361 bushels; corn, 27,395,036; oats, 13,426,811; barley, 4,231,881, and rye, 652,878. Increased receipts are shown by wheat and corn, while losses are shown in the receipts of oats, barley and rye, the gains being especially heavy in the case of corn.

Wheat receipts at Minneapolis, Milwaukee, Duluth and Chicago, from August 1, 1906, to February 28, 1907, aggregated 110,354,281 bushels, as compared with 127,929,531 and 114,087,406 bushels during the same periods in 1905-6 and 1904-5. Wheat receipts at Toledo, St. Louis, Detroit and Kansas City for the period beginning with July 1, 1906, were 54,048,239 bushels, or about 5,000,000 lower than the corresponding receipts during the 1905-6 season, though about 4,500,000 larger than like receipts for the season 1904-5.

Grain shipments during the month from 14 leading markets aggregated 34,923,633 bushels, as compared with 40,373,280 during February, 1906, and 26,435,154 in February, 1905. Decreased shipments are shown by all the grains except corn.

Crop reports are conflicting. Bulls are looking for bugs and other troubles. Bears appear near-sighted and optimistic. General trade continues to favor present plenty, rather than prospective scarcity. Speaking about conflicting crop reports, a friend says it reminds him of the charge of the Hibernian justice of the peace to his jury: "Gintlemen av the jury: Av yez belave all the attorneys f'r th' plaintiff have told yez, yez'll foind f'r th' plaintiff. On th' other hand, av yez belave all th' attorneys f'r th' definsie has told yez, yez'll foind f'r th' definsie. But if, loike mesilf, yez don't belave a dom worrd anny av them said, Oi don't know what in hell yez will do."—King & Co.



## SEEDS

J. S. Torrence has been admitted as a member of the Western Seed & Grain Co. of Boise, Idaho.

The Toledo Field Seed Co. of Toledo, Ohio, has purchased the Bell Soap Co.'s plant at that place.

The linseed oil mill at Portland, Ore., was started up again. The run will probably only be a short one.

It is estimated that 15,000 acres of land will be broken in Hand County, South Dakota and sown to flax this year.

The Evans Seed Co. suffered a \$10,000 fire loss at West Branch, Mich., last month. Their seed warehouse was badly damaged.

E. A. Bennett, of the La Moure Seed House at La Moure, N. D., has sold out to C. H. Porter and Arthur A. Stone. Mr. Bennett remains until June.

Reports from Seattle, Wash., say the demand for all kinds of seeds is still holding good, but the arrival of new stocks is not keeping up with the demand.

Students of the agricultural school at Menomonee, Wis., have just completed a test of clover seed to find the grade. One of the poorest samples contained 18 pounds of weed seed per bushel. There were twenty-four different kinds of specimens in the weed seed.

Reports from the Minnesota State Experimental station shows that only 33 per cent of the seed wheat sown has sprouted. Oats gave a little better promise showing a percentage of 48 per cent. It is apparent the grain was seriously damaged by remaining too long in the shock or stack.

Prof. H. L. Boley of the Agricultural College, Fargo, N. D., is authority for the statement that seed corn in that section is very poor because it was not kept from the frost. He also says the clover and alfalfa seed is poor because it is mixed with other seed and dirt in many cases. He advocates federal inspection to overcome this evil.

The Nebraska Experimental Station finds that cheat seed, a worthless grass, is being quite generally sold in place of the meadow fescue or English blue grass, and as a substitute for the brome grass. Two farmers of Rising City, Neb., recently shipped 60,000 pounds of the cheat seed to a Kansas City firm, under the impression it was the seed of the English blue grass.

Farmers of Oldham County, Kentucky where "Orchard" grass seed is grown are organizing for their mutual benefit. Orchard grass seed is raised in abundance in Oldham county, and last year 300,000 bushels were marketed from that county alone, at an average rate of \$1.50 per bushel. In other counties the seed is grown in large quantities as it is in Clark county, Ind., and the farmers of the last-named county have been invited to meet with those from Oldham and other Kentucky counties and become members of the association.

The clover seed market has been very active, especially in October. It is quite surprising, as it is usually not so active at this time of year. The numerous reports received showing winter-killed, etc., have been the principal factor and of course affect October. The best grades of seed are becoming very scarce, and there are but a few bags of Prime seed left. The shipping demand has been for high grades free from weed seeds, if possible. Current receipts are mostly of poor seeds, bad color and plenty of weed seeds. This is the reason of wide difference between Prime and N. E. G., and the shipper should watch the quotations on Rejected and N. E. G., not the Prime. It is a little early to determine whether there is much shortage in April or not.—Zahm & Co., Toledo.

The reports of the Main Agricultural Experiment station indicate, from the analyses that there was considerable poor grass seed sold there last year. The timothy, for the most part, was tolerably clean and free from injurious weeds. Redtop not only contained large amounts of waste materials and a good deal of lower priced seeds, but in many instances it was loaded with dangerous weeds. Much of the clover seed examined, however, proved to be much poorer than the other kind of seeds. Not only did the clover frequently contain a long list of bad weeds, but many samples contained the spores of ergot. As is well known, ergot is dangerous not only to the plants attacked but to animals that may eat the crops. Notices have been sent

to all dealers whose names appear in the Maine Register, calling their attention to the law, and to the fact that sales of bad, unguaranteed seeds must stop.

According to C. A. King & Co. the clover seed season is nearly over and most buyers have supplied their wants. The demand came early and the price on good seed has been the highest in years. There is a little shortage at present.

### THE STORY OF FREE SEEDS.

By the end of spring Uncle Sam will have spent \$249,920 in distributing among the people, through their congressmen, seven million packages of free seeds, says an exchange. Each senator and representative will receive twelve hundred packages of vegetable seed, five hundred of flower seed, twenty boxes of bulbs, ten packages of strawberry plants (fifteen plants to the package) and eight packages of grapevines (five to the package). Each person supplied by his congressman will receive at least five small packets, containing varieties of either vegetable or flower seeds, and having a market value of about twenty-five cents. It costs the government about two dollars and seventy cents to handle every dollar's worth of seed thus given to the people.

The distribution has continued yearly since 1839, when the "Agricultural Division," as it was then called, was a part of the Patent Office. One thousand dollars was the first appropriation, and the work of putting the seeds in packages and pasting on the congressmen's franks was all done by hand until about four years ago, when a three-story building was leased by the government for the purpose. From seedsmen in various parts the seed is bought by the ton and dumped into bins at the top of this building. From the bins it filters down into about twenty bag-filling and mailing machines.

### SURE SELECTION OF SEED WHEAT.

California wheat has in recent years declined in quality so rapidly and to so marked a degree that both grain exporters and millers, becoming alarmed for the future of their business, some two or three years ago succeeded in obtaining a state appropriation to develop new types suited to California, that would restore the yield and also the lost quality of California milling wheat—its gluten. In the course of this work of restoration G. W. Shaw observed, as stated in a recent Bulletin (No. 181) of the University of California, that, "There is little doubt that much of the present condition of low yield is due to lack of attention to the rational selection of first-class seed;" and that California wheat can be graded up only using the best types of seed, instead of continuing "the egregious blunder of constantly selecting the smallest and shrunken grains for seed." Nothing has been more conclusively demonstrated than that superiority of product, both in quality and quantity, is obtainable only from the selection of large and vigorous grains for seed. The wonderful increase in the yield of corn and improvement of its quality in Illinois and Iowa are directly traceable to this system of selection.

The first step to the seed wheat up-lift sought in California, then, is the introduction of method in the selection of seed, which is most conveniently done with sieves, through which the seed is passed to eliminate the small and shrunken grains and the trash, the seed receiving repeated siftings through sieves of varying meshes, until no more grain will pass through. By the use of such sieves the entire sample will have been graded, each pile under the various sieves consisting of grains of a given size.

Of course it is not possible to secure in general practice, perhaps, the high standard set by the experiment station; but it is certainly fair to assume, says Prof. Shaw, that all can easily secure a seed that will grade as high as the average seed used by 25 per cent of the best growers under examination by him, and such a result will show a marked improvement of the crop if generally attained by growers. This method has the further practical value that it could be immediately put into practice without waiting for other results, in the way of producing new types, by the experiment station.

The immediate influence on the crop of large seeds selected by simple sieve grading will be in giving the plants a more vigorous start in life, which of itself is of extreme importance. Other things being equal, it is entirely fair to presume that the crops which are placed under the most favorable environment are going to give the best results. It has been shown that in general the more vigorous plants (that is, those having the largest spikelets) contain the largest grains, so that even in selecting the grains by simple sieve separation the bulk of the larger grains would come from the most vigorous plants, and thus there would be, in a measure, at least, a selection from vigorous plants.

## HAY AND STRAW

Bedard & Carlisle have opened a new hay and grain establishment at St. Albans, Vt.

O. G. Williams of Odessa, Wash., is meeting with exceptional success in raising dry land alfalfa.

H. J. Cullen will build an alfalfa mill at Wellston, Okla., and is in the market for the machinery.

A crop of growing alfalfa, in various stages, will be an attraction at the Ohio State Fair in the fall.

On March 22 the price of alfalfa at Seattle, Wash., dropped from \$22 to \$20, the first slump in many weeks.

The American Hay Co. will move its New York office from 601 West Thirty-third Street to 24-26 Stone Street.

Alfalfa promises to be a heavy crop around Sioux Falls, S. D., in the future, as farmers find they can cut at least three crops.

Early in April reports from Seattle, Wash., show hay much firmer than for some time and certain dealers fear another famine.

The National Hay Association headquarters at the fourteenth annual convention, to be held at Niagara Falls, July 16, 17, 18, will be at the Cataract Hotel.

The alfalfa meal mill at Niwot, Colo., which is owned by Harry Casady of Boulder, was broken in two, the roof taken off and \$1,000 worth of damage done by a windstorm on March 19.

Articles of incorporation have been issued the Guire Feed, Coal & Supply Co. of West End, N. J., which is capitalized at \$100,000. John Guire, James Guire and James Tinker are interested.

The William Osterman Co. has been incorporated at San Jose, Cal., to deal in hay, grain, etc. The company is capitalized at \$75,000 by William Osterman, Adele Osterman and Harry Morris.

It is reported the spring seeding, which commenced about the middle of last month, shows a greater acreage of clover, timothy and other feed grasses in the vicinity of Hannibal, Mo., than ever before.

H. R. Hatch & Co. of Zenda, Wis., are completing the erection of an alfalfa feed mill at Fowler, Kan. It will be driven by two 35-horsepower gasoline engines. The company will build another mill in the artesian valley.

On March 15 fire destroyed over 400 tons of baled hay in the Sunset Fuel & Feed Co.'s establishment at Los Angeles. Ralph M. Sprowls and S. L. Turner believe it was a case of incendiarism. The damage is estimated at \$5,000.

J. B. Reycroft's hay, grain and feed establishment at Denver, Colo., was destroyed by fire the morning of March 12, at a loss of \$40,000. The business occupied several buildings, and they, being of an inflammable nature, were quickly consumed.

The receipts of hay are somewhat more liberal, but as yet the arrivals are not more than the requirements. The billings of the railroads are still very light, and invoices are not increasing to any marked extent.—Pittsburg H. & G. Reporter, April 9.

Rundell & Co. of Towanda, Pa., have just secured another contract for 50 carloads of hay to be delivered to a large anthracite coal company. It is valued at \$20,000. Rundell & Company are furnishing several other coal companies; besides, they have a large trade in New York, Philadelphia, New Jersey and New England, and furnish some of the hay for the railroad companies which goes on board steamers to feed cattle.

T. D. Randall & Co. Chicago say April 12,—Offerings of Timothy hay are very light in the better grades such as No. 1 to choice with prices about 50 cents per ton higher. Medium and lower grades while selling readily are unchanged as to prices. Rye and oat straw is in light supply and demand is active. Prairie hay is in excess of demand only the better grades moving with any degree of satisfaction. Medium and lower grades are in liberal supply and are slow sale.

The New York hay market was sick all the week of April 6, owing to the abundance of poorer grades. So heavy have been the shipments during the past two weeks that the New York Central and the Lehigh Valley were compelled to place a complete embargo on their lines. The Erie has an embargo, but it does not cover all divisions of the road. This week the first shipment by river barges was received. Anything good sells readily, but as there is as much of the poorer quality around, buyers are slow to take



hold. If there were any snap to the market the accumulation would soon clean up. From the looks of things it will hang on for some time. Prices all along the line were cut \$1@2 on account of slow trade.—Fruit and Produce News.

On April 5 the Montreal Trade Bulletin said: "Advices from the West do not report very favorably of the prospects of the new crop, but it is too early yet to form any definite idea of what the yield is likely to be. Fields in the vicinity of Montreal are said to be looking fairly well since their blanket of snow has disappeared. There were other fields, however, that still had their coat of snow on April 1. A dealer in the city stated that the prospects on the first of the month were no better and no worse than on March 1 and that not before May 1 could any reliable data be furnished as to the coming crop."

At a meeting of the directors of the New York State Hay Association, held at Syracuse, N. Y., on March 23, it was decided to incorporate. A committee on arbitration was selected and C. J. Austin of New York and B. A. Dean of Auburn were chosen. They are empowered to appoint the third member. The committee has the privilege of arbitrating for non-members provided one of the interested parties is a member of the Association, and also to arbitrate matters that may be presented—matters that have occurred prior to the forming of the committee—provided it be by mutual agreement of the parties having the difference.

John J. Schulte, secretary of the Hay Receivers' Association at St. Louis, Mo., says in his annual statement: "The condition of the hay market for the season of 1906 was peculiar, the crops through the state of Missouri being almost a total failure, while Illinois raised about half a crop. When the new crop commenced coming in here prices started in about \$11.50 per ton, and we had a steady advance and the prices reached \$21 per ton. About the time the best hay was selling around \$17.50 and \$18 per ton commission merchants commenced looking for a new territory. The principal supply of hay in 1905 came from Ohio, Indiana, Illinois, Indian Territory and Kansas. The year 1906 we had large consignments from South Dakota, Wisconsin, Michigan, Iowa, Minnesota, Kansas, Indian Territory and quite a few cars from Texas, Ohio and Indiana. Our prices were so high that they invited shipments from stations as far as a thousand miles from St. Louis. I think, however, the principal reason for the high prices, was the scarcity of cars. Quite a long time we were entirely out of line to do any shipping business; however, these conditions have changed and there is now being a great deal of hay shipped through the Southeast. It is my impression that there was at least 3,500 tons of hay on hand near the 31st of December, 1906. The receipts of hay in 1889 were 116,346 tons; shipments, 53,522. In 1906 the receipts were 232,980 tons; shipments, 101,336."

## FIRES--CASUALTIES

The Tanner Elevator at Fort Ripley, Minn., together with two carloads of grain, burned down early last month. The loss was \$700.

J. B. Walton & Sons, Elevator at Mayview, Ill., was burned down on March 15, and 15,000 bushels of grain lost. A bucket brigade failed to quench the flames.

The Portales grain and feed store at Portales, N. M., was destroyed by fire on March 27. The loss on building and stock was \$4,000, with \$2,000 insurance.

On April 7, fire destroyed a grain elevator at McClusky, N. D., and 100,000 bushels of grain. It is believed the fire originated from spontaneous combustion. The loss is estimated at \$20,000.

Lightning struck the elevator at Randolph, Iowa, on March 27, but a torrential rain extinguished the fire, which started in the roof. W. T. Summers and an employe were in the building, but did not feel the shock.

Fire of incendiary origin destroyed the Greenleaf Warehouse on the Santa Fe, near Madera, Cal., the night of March 20. The building was owned by A. B. Boling & Co. and contained several thousand sacks of grain, partly insured.

Jesse Randolph, aged 16 years, was smothered on March 29, as a result of jumping into a corn bin at the elevator in Tuscola, Ill. Young Randolph was employed at the elevator. A number of boys were playing about the building and they dared Randolph to jump into the bin. He

at once jumped in and was immediately drawn under by the suction. The boys called assistance, but Randolph was dead when taken out 25 minutes later.

A report from Elk Point, S. D., says that on March 21 the west end of the elevator owned by George R. Freeman and occupied by Field & Slaughter, burst with a loud report and about 6,000 bushels of oats was spilled to the ground.

Fire destroyed the Peavey Elevator Co.'s plant at Hartington, Neb., on April 3, together with 2,500 bushels of grain. The loss will be about \$10,000. Sherman Saunders of Bloomfield and his associates had been negotiating for the plant.

About 10,000 bushels of wheat was spilled onto the ground at Delavan, Minn., on March 25, when the Cargill Elevator Co.'s building collapsed. The elevator has been in use since 1870. Most of the wheat was recovered and placed in the Adams Elevator.

A pile of cinders left just outside of Moore Bros.' Elevator at Holdenville, I. T., was the cause of a disastrous fire which destroyed the building and some 400 bushels of corn. The loss was \$7,500, partly covered by insurance. The plant will be rebuilt at once.

Spellman & Spitley suffered a loss of \$4,600 when fire destroyed their corn crib at Chesterville, Ill., on March 22. A volunteer fire brigade prevented the blaze from spreading to the elevator. It is believed sparks from an Illinois Central engine caused the fire. There was no insurance.

But for the automatic sprinklers in use at the big export elevator of the Boston & Maine Ry., at Mystic Wharf, Boston, the entire plant would have been burned. The watchman discovered a blaze on the evening of the 26th, and pulled the sprinklers. The loss was \$200. Spontaneous combustion caused the fire.

On the night of March 20 the North Star Elevator at Abernathy, Sask., went up in smoke, as did 25,000 bushels of wheat. The fire originated beneath the scales and was quickly consumed, as the fire fighting facilities were few. D. Peever is manager of the plant. The building was valued at \$5,000 and was insured.

Considerable damage is reported done to the grain in the warehouses at Stockton, Cal., and vicinity because of the floods. Much wheat and barley stored along the tracks is considered spoiled. A good deal of it can be dried out. Roughly estimated it is thought one quarter of the grain in storage will be lost.

The Farmers' Elevator at Blooming Prairie, Minn., containing 3,500 bushels of grain, was burned down on March 18, at a loss of \$11,000. All efforts of the fire brigade to fight the blaze proved futile. The elevator has been in service for twenty-five years and was enjoying a good business. It will probably be rebuilt.

Simon Rath, 38 years of age, was killed at the elevator of the Milwaukee Western Malt Company, where he was employed, at Milwaukee, Wis., on March 25. Rath was cleaning a barley bin when the side of the adjoining compartment gave way and several hundreds of bushels of barley poured over him. The unfortunate man was smothered by the grain.

Two mischievous lads, less than ten years of age, broke into Harry Noye's elevator at Lowell, Mass., on March 14, and opened the spouts to the grain bins. The result was that several hundreds of bushels of grain was thrown into the cellar. The boys then smashed the lock on the safe with a hammer and turned things upside down generally. The police have them in charge.

Early in March fire destroyed the Farmers' Elevator at Hendricks, Minn., and about 30,000 bushels of grain together with a carload of barley was destroyed. The loss is estimated at \$10,000 and was covered by insurance. The firemen were handicapped by a short hose, in reaching the fire, and a strong wind greatly endangered the Western Elevator. After the insurance company had adjusted the loss the debris and site were sold for \$1,025 to a St. Paul party.

On the morning of April 4 a fire destroyed the two farmers' elevators and Conrad Doffing's elevator at Hampton, Minn., causing a loss in excess of \$10,000. There was a scarcity of water. The farmers lost 20,000 bushels of oats and 2,000 bushels of flax. Conrad Doffing's plant was leased to Minneapolis parties, who lost 3,000 bushels of grain. The plant was valued at about \$2,000, while the farmers' loss will approximate \$8,000. All three elevators were insured for part of the amount.

T. C. Norman succeeds Ed L. Davis as buyer at the Marston & Larson Elevator at Lake Crystal, Minn. The latter resigned to go on a farm.

## BARLEY AND MALT

A good barley crop is anticipated near Woodland, Cal.

It is asserted the Davenport Malting Company of Davenport, Iowa, will build a \$60,000 addition.

H. T. Neidlinger has secured the old Marine Elevator site at Oswego, N. Y., and will erect a large malting plant and storehouse which will require an expenditure of \$250,000.

In the vicinity of Evans, Colo., a thousand acres of land will be cultivated and 80,000 bushels of barley seed sown for a brewery at Boulder. Last year Colorado soil yielded as high as 74 bushels an acre.

According to James A. Patten of Chicago, who has just returned from Germany, barley, which is used largely there for feeding purposes, is very scarce and high. Germany uses large amounts of Russian barley.

The Perot Malting Co. of Philadelphia, Pa., has placed its contract with James Stewart & Co., Chicago, for a new elevator and malt house at Buffalo, N. Y. The elevator will be of fireproof concrete construction, with capacity of 500,000 bushels. Work has commenced on the foundation and the house will be finished by November.

A Chicago barley specialist claims barley will supersede spring wheat in many parts of the Northwest because of the much higher relative price for barley. He figures that the lowest grade malting barley, now selling at 70 cents per bushel in Chicago and weighing 48 pounds to the bushel, is equal, pound for pound, to 87½ cents per bushel wheat. The lowest grade of spring wheat is worth only 57 cents, or 30½ cents per bushel less. The best grade of barley at 75 cents is equal to 93¼ cents per bushel for wheat, against March delivery. Wheat is now quoted here at 76 cents, or a difference of 17¾ cents in favor of barley.

On March 15, S. K. Nestor of Geneva, N. D., started out to round up all the barley in that part of the country at 50 cents a bushel and offered to take all he could get. He said: "I will contract to buy all of the No. 3 barley grown in Barnes County this year for August, September and October delivery, at 50 cents per bushel. This is no bluff, but a genuine business proposition. I will make a regular contract for the grain by the acre, agreeing to take all the barley a man can raise. The contracts will be forwarded later to the First National Bank, and where parties are not responsible they will have to put up a small guarantee of good faith and I will do the same. I will take up 300,000 bushels or more if I can get it."

The Commercial Record of Duluth, Minn., says: "The recent advance in barley prices brings up the question of other high records. Undoubtedly the range of 68 to 73 cents for good malting is as good or a better price than the Northwest ever before obtained for its barley, but that is largely because it is now selling at prices more nearly right compared with barley raised in other states, Wisconsin for instance. In the summer of 1902 barley was bringing 70 to 78 cents in the Milwaukee market, while Duluth barley was bringing only 55 to 60 cents. The 1902 prices, however, were not by any means the high prices. In 1882 barley sold as high as \$1.05; in 1878 up to \$1.20; in 1875 to \$1.34, and in 1874 to \$1.80; and back in the days prior to the resumption of payments in specie, 1868, it sold as high as \$2.65 per bushel. The lowest priced barley we ever heard of was that obtained for the crop of 1896. In the fall of that year millions of bushels went through Duluth on a basis of 23 to 28 cents per bushel, and some sold as low as 19 to 20 cents. Northwestern barley, however, is coming into its own, and maltsters, who a few years ago would not look at it, are now buying regularly and making no complaints."

### IMPORTS AND EXPORTS.

	1906.	1907.
Imports—		
Barley, February, bushels....	193	56
Value .....	\$189	\$104
Eight months .....	16,173	35,794
Value .....	\$8,805	\$12,797
Exports—		
Barley, February, bushels....	2,597,422	563,911
Value .....	\$1,243,800	\$321,575
Eight months .....	13,792,000	7,244,604
Value .....	\$6,749,364	\$3,932,858
Malt, February, bushels.....	80,532	35,890
Value .....	\$52,250	21,840
Eight months .....	716,220	249,552
Value .....	\$481,509	\$166,803



## CROP REPORTS

About 15,000 acres of new soil around Miller, S. D., will be sown to flax.

Farmers around Pueblo, Colo., will double their acreage of grains this year.

It is declared corn is up in Texas. March 20th saw the last of the planting.

St. Louis, Mo., grain men are endeavoring to secure milling in transit privileges.

Wheat in the neighborhood of Council, Wash., is reported to be working exceptionally good.

Conditions are promising for a bounteous corn crop in parts of South Carolina, if the extensive seeding is considered.

Wheat in the vicinity of Wichita, Kan., was reported in need of rain on April 9. Some parts of Kansas received light showers.

Oats seeding was over in portions of Nebraska as early as April 1. At Fremont wheat was reported as looking exceptionally well.

Seeding commenced late in March around in Minnesota, with ideal weather and soil. The acreage will be much larger than last year.

It is declared the wheat started poorly in Michigan and the acreage sown last fall was a trifle smaller than usual. The April report shows a condition of 78.

Floods prevailed in the grain section of California, during the middle of March and as a consequence reduced the area and damaged the crop extensively.

H. B. Dorsey, secretary of the Texas Grain Dealers' Association, said on April 2, that the wheat and oats crop this year will be but 10 per cent of the normal crop, owing to green bug ravages.

Reports from central Illinois show oat seeding is finished and that the area is the largest that it has been in years. Early sown oats are up. Plowing on corn is under way. A few reports of similar nature are coming from northern Illinois and Iowa.

Col. J. S. Garrett, postmaster at Columbus, Ga., an agriculturist of prominence believes more corn will be planted this year in Georgia than ever before. Ideal weather existed during the greater part of March and farming operations were well advanced.

On March 25, shippers from Kansas, Texas, Oklahoma and Indian Territory convened at Wichita, Kan., to discuss a proposition whereby reduced freight rates on grain and flour would be secured. The governor of Oklahoma and the attorney-general were present.

In an interview on April 6, Secretary Coburn of Kansas stated that wheat was never in a better condition. There has been no damage from green bugs. A report from Belle Plaine about the same time said, wheat is about thirty days ahead of last year in growth and is high enough "to hide a rabbit."

The Missouri crop report was issued April 6, showing the condition of winter wheat to be 94, against 82 in December. State condition last year 85, June 77, and crop 36,000,000 bu. Acreage sown last fall 5 per cent larger. Fruit damaged, 88 per cent. Oats area. Some corn has been planted, 30 per cent being plowed.

Premier Roeblyn of Canada stated on April 1 that, "We have brilliant crop prospects in the Canadian Northwest. Seeding of wheat has started in Alberta and a larger acreage will be put in. In Manitoba there is considerable snow on the ground. Wheat can be seeded there up to May 20 and oats and barley to June 10."

Farmers in certain localities of Indiana are fearful lest the wheat crop, especially that in the low grounds, will prove a total failure. The roots are dead. Much of the ground will be sown to oats. C. A. King & Co. have a correspondent who thinks southern Indiana will have a full crop. Uplands splendid, very forward and an early harvest assured.

From the Oklahoma Experiment station came the report on April 7; "Wheat conditions in northern Oklahoma are not serious. No cause to believe bugs are doing serious damage. Southern part wheat and oats nearly all destroyed. Light showers reported in Nebraska and Kansas." On April 2 C. V. Topping, secretary of the Oklahoma Millers' Association stated at his office in Oklahoma City that 15 per cent

of the wheat and 25 per cent of the oat crop had been destroyed by the green bug.

A favorable report for April comes from Kentucky, showing the wheat condition to be 99, as compared with 98 last year. In March the condition was also 99.

To see real oats one must go to Alberta. Hon. W. T. Finlay, Minister of Agriculture says under date of March 20; "The standard weight of oats per bushel is 34 pounds, but those grown in Alberta average from 40 to 48 pounds per measured bushel; therefore the yield of oats if given by weight would be at least one-fifth to two-fifths greater, bringing the estimated average yield for 1906 up to fully 50 bushels per acre."

W. H. Smith, auditor of the Van Dusen Elevator Co. said in an interview at Huron, S. D., on March 29: "Plowing and harrowing is being done and some wheat sown, but the ground is too wet for general work. The acreage to be sown to wheat the present season will be about the same as last year with a probable increase of oats, flax and corn of about 10 per cent and the flax acreage will likely be increased about 20 per cent."

Crop expert Snow in his April report gives the winter wheat condition for the country as 88.1 compared with 91.2 last year. He says "Damage from the aphid is responsible for the bad showing in Texas. Lack of winter protection seriously lowered vitality in the Ohio valley. Too much winter rain damaged the California crop. A few counties in the central and southern Oklahoma show injury from the aphid, but local observers in the northern counties and in Kansas and Missouri find no cause for complaint.

On April 1, the Ohio Department of Agriculture issued the following statement. "The present condition of the growing wheat crop, while far from being so encouraging as at this time last year, is quite satisfactory, the average for the state as a whole being estimated at 87 per cent. The report shows a wide range of percentage estimates, Shelby County being reported at 29 per cent, while in Washington County the correspondents estimate wheat conditions at 102 per cent, compared with an average. Wheat had but little snow protection during the past winter, and in many sections of the state it has suffered severely by exposure; however, in many fields where it now appears spotted and brown, the plant has sufficient root growth and vitality to green up nicely with favorable weather. Late sown wheat appears to have been most affected by this exposure. The unprecedented floods during the past month have played havoc with wheat on the bottom lands, the fields being badly washed and the crop utterly ruined. This same condition exists on fields of clay soil or where improperly drained. This wheat ground will, of necessity, be abandoned and put to other crops. Winter barley and rye are subject to the same conditions affecting wheat, their respective conditions being 85 and 90 per cent."

On April 10 the crop reporting board of the bureau of statistics of the Department of Agriculture, issued its monthly bulletin, and from the reports of the correspondents and agents of the bureau, finds the average condition of winter wheat on April 1 to have been 89.9, against 89.1 on April 1, 1896, 91.6 at the corresponding date in 1905, and 85.3 the mean of the April average of the last ten years. Indicated yields in states of the largest production now, a year ago, and at harvest, as finally officially reported, were:

	April 1, 1907.	April 1, 1906.	Final official 1906.
Ohio .....	35,340,000	35,028,000	43,202,000
Indiana .....	45,919,000	41,848,000	48,081,000
Illinois .....	40,830,000	34,358,000	38,536,000
Missouri .....	43,925,000	37,740,000	31,734,000
Michigan .....	14,059,000	17,024,000	13,665,000
Pennsylvania ...	26,876,000	24,885,000	29,073,000
Total ....	206,949,000	190,883,000	204,291,000

In the so-called hard winter wheat states the indicated comparative production at similar periods was:

Kansas .....	112,670,000	94,153,000	81,830,000
Nebraska .....	40,346,000	35,102,000	52,289,000
Oklahoma .....	14,800,000	21,465,000	18,664,000
Texas .....	9,620,000	16,131,000	14,126,000

Total .....177,436,000 166,851,000 166,903,000

The average condition of winter rye on April 1 was 92.0, against 90.9 on April 1, 1906, 92.1 at the corresponding date in 1905, and 89.2 the mean of the April averages of the last ten years. This indicates a total crop of 31,945,000 bushels, as

compared with 34,000,000 bushels indicated in April a year ago and with 33,375,000 bushels as finally reported harvested.

On April 7 it was predicted by experts who had toured the Kansas wheat belt that the yield in the state would be 100,000,000 bushels. They say the crop is in perfect condition.

## PERSONAL

Fred Kleinsmith is now in charge of the Sleepy Eye Elevator at Cobden, Minn.

F. K. Whalen has resigned as agent for the Exchange Elevator at Linton, N. D.

W. O. Little has resigned his position at the elevator in Pacific Junction, Iowa.

M. J. Kantz is the new manager at the H. C. Smith Elevator at Mount Pulaski, Ill.

J. M. Hooper recently secured the late Marshall Field's seat on the Chicago Board of Trade.

John McKay of Winnipeg, Man., is in charge of the Northern Elevator at Aberdeen, Man.

Bob Armstrong of Peck, Kan., has quit the A. C. Elevator and has gone to work for Joe Roy.

George Scheid of Easton, Minn., has gone to Colander, Iowa, where he has charge of an elevator.

J. R. Deardoff of Brookville, Ohio, is in charge of Fred Schleutz & Son's Elevator at Centerville.

W. H. Scott of Pekin has been appointed manager of the Smith, Hippen & Co. elevator at Pekin, Ill.

Ole B. Hoven of Wheatville, Minn., is now in charge of the National Elevator Co.'s plant at Tolna, N. D.

A Mr. Dunn of Lenox, S. D., has succeeded A. L. Fahrenwald at the Atlas Elevator Co.'s plant in Yankton, S. D.

George Rothrock has resigned his position at the Nye-Schneider Elevator in Shickley, Neb., and has moved to Hastings.

A Mr. Kirkpatrick of Champaign has succeeded E. H. Goff as manager for the Savoy Grain and Coal Co. at Savoy, Ill.

George E. Marcy, president of the Armour Grain Co., Chicago, Ill., recently returned from the winter resorts of Florida.

R. W. Leetch, assistant in charge of the Rogers Grain Co.'s plant at Lexington, Ill., has been placed in charge of the elevator at Ocoya, Ill.

J. Leon Jellis is now with Jellis, Stone & Co. at Flint, Mich., which firm recently acquired an elevator there and will buy and ship beans.

H. Guest has resigned as manager of the St. Anthony Elevator Co.'s plant at Erie, N. D., and will move to Oregon for his son's health.

P. L. Howe, president of the Imperial Elevator Co. of Minneapolis, Minn., is spending April with his family at Old Point Comfort, Va.

Walter G. Moodle, for several years with the Wellington (Kan.) Mill and Elevator Co., has been made manager to succeed S. B. Carter, resigned.

A. H. Benson, formerly of Emmons, is the new manager for the Nye-Schneider-Fowler Co.'s elevator at Scarville, Iowa. Sam Dale resigned and will farm.

John Knudson, manager of the Akron Grain Co.'s elevator at Renner, S. D., has closed it until fall and returned to Akron, Iowa, to assist in his father's elevator.

Tom Harmon, manager of the Neola Elevator Co.'s plant at Scarboro, Ill., has been transferred to Rochelle, where he succeeds W. H. Hines. The latter has been promoted to auditor.

J. Warren Berry of Andover, Mass., was recently surprised at his home by the members of the Wholesale Grain Dealers' Association, of which he is a charter member. The guests brought with them a handsome clock. A dinner was served and was followed by toasts.

Boston on March 26 began unloading a shipment of 150,000 bushels of export grain from Buffalo, which was due in the former city sixty days previous.

Members of the Baltimore, Md., Chamber of Commerce are exerting their influence towards having the embargo placed by the Pennsylvania road on grain for export, removed.

Freshly shelled corn has begun coming into Chicago from Illinois and Iowa. The advance guard of it, less than a half-dozen cars, which arrived April 2, graded No. 2 and No. 2 yellow.



## BILL OF LADING LEGISLATION.

Following is the report of the committee on bills of lading of the American Bankers' Association, presented to that body at its annual meeting in St. Louis on October 17, 1906, and approved by that body:

Immediately after the appointment of your committee last November, its chairman advised the chairman of the Joint Committee of Carriers and Shippers of our desire to confer with his committee, which, at the instigation of the Interstate Commerce Commission, had for over a year been formulating a new uniform bill of lading; and in response we were advised of a previous agreement in his committee not to admit outside interests to their conferences.

With a view of making our position clear, our first meeting was held in December at Lakewood, N. J., during a meeting of the Joint Committee at the same place, and a formal communication was addressed to that committee, advising our appointment, its purpose and our desire to participate in their conferences, in view of the vast responsibility banks were assuming in advancing large sums on bills of lading as collateral, and their anxiety to bring about conditions under which it would be safe to continue such advances.

We were afforded an informal hearing, and in the brief time allowed, presented our case, urging the importance of our position not only to the banks, but to the shipping interests of the entire country, only to be again informed, for reasons which they deemed proper as being likely to enable them to make greater progress, that an understanding had been established between the members of the Joint Committee that other interests would not be admitted to the conferences until they had reached some conclusion between themselves.

Our own meeting at Lakewood continued for two days, and we had the opportunity of discussing with individual members of the Joint Committee the features of bills of lading in which bankers are interested, calling their attention to the many weaknesses of the document which apparently had never before been impressed upon them, and insisting that practically all the losses of bankers on this class of business were due to lack of definite and uniform legislation defining their negotiability, as well as to loose and careless methods of issue and redemption.

As a result of this informal discussion your committee was convinced that the real conditions affecting banks loaning on bills of lading, and their importance, were not well understood by the shippers and carriers, and promptly decided that the importance of the matter demanded immediate publicity and educational methods, if corrective conditions were ever to be obtained. Learning that the Joint Committee was practically dead-locked on the most important point of difference between the two interests, and fearing an indefinite delay in their further negotiations, it was determined in inquire from our members their actual experiences and suggestions, and through counsel frame a bill for Congress to pass, believing national legislation would afford relief quicker and with more widespread effect than any other course of action. Accordingly the services of Thomas B. Paton, editor of the Banking Law Journal, generously and gratuitously extended, were accepted, and for the purpose of drafting such a bill he was associated with Mr. R. E. L. Marshall, of the Baltimore bar, who had recently been through a long litigation on this subject.

Our second meeting was held at Chicago in February, at which time the conditions and suggestions received in response to our inquiries were considered, and with some changes the draft of the bill prepared by Messrs. Paton and Marshall, approved; our committee at this meeting having the benefit of the presence and advice of your president. While in Chicago we informally met individual members of the Shippers' Committee and discussed with them the features embodied in the draft of the bill drawn by our counsel; and during the interval between the Lakewood and Chicago meetings, the carriers, through one of our committee, were informed of the lines upon which our work was progressing; and in the hope that support or effective criticisms might be had on the measure, copies of the draft of our bill were forwarded to the Carriers' Committee with the request that their body meet a sub-committee of our committee to consider the same. Such meeting was accordingly held in New York, and much to our disappointment we found the same obstacles previously encountered excluded the carriers from even discussing the merits or demerits of our bill, which had been carefully drawn so as to include only the banking features in bills of lading.

In view of this situation there appeared to us to be no relief possible except through pushing our bill, which was accordingly introduced in the House by the Honorable C. E. Townsend of Michigan, as

No. 15,846, and in the Senate by the Honorable J. C. Burrows, also of Michigan, as No. 4,810, and copies with a letter urging support were sent to each member of our Association.

Our fourth meeting was held in Washington in March, at which time a hearing was had upon the bill before the house committee of interstate commerce, a full attendance of that committee being present. We were pleased to note a marked impression upon the members of this committee as to the importance of the measure, arguments in its favor being made by William Ingle, cashier Merchants' National Bank, Baltimore, Md.; C. N. Evans, cashier Southern National Bank, Wilmington, N. C.; Thomas B. Paton, Banking Law Journal, New York City; Charles Corby, president Corby Commission Company, New York City, and Fred C. Aplin, vice-president, J. K. Armsby Company, New York City, the hearing being also attended by a number of bankers and shippers from various parts of the country. At the conclusion of the hearing, the chairman of the Carriers' Committee appeared; and after opposing certain features of our bill, stated it was possible that a final agreement would be reached in the Joint Committee on all points of difference, at a meeting soon to be held, and that it would be their purpose in that event to invite the bankers into conference on the banking points, with an idea of embodying all points of agreement into one bill to be passed by Congress. On this public representation it was deemed best for the time being not to further push our measure, but to again endeavor to reach a common ground for the three interests, believing, as we had from the beginning, that the ideal solution of the subject was the one to which the chairman of the Carriers' Committee had thus raised our hopes.

Our fifth meeting was held in New York City early in May, at which meeting we were favored with the presence and valuable counsel of Mr. Orville Peckham, attorney for the First National Bank of Chicago; and consideration was given to several points of objection directed against our original measure, which while of minor importance to bankers might be fairly construed as putting hardships upon the carriers, and a draft of a new bill was formulated and sent to shipping associations throughout the country for criticisms and suggestions, with an idea of keeping the matter alive and endeavoring to meet every fair objection that could be raised against the banking points we were endeavoring to cover.

At this meeting the committee informally met the chairman of the Carriers' Committee and drafted a letter to the Joint Committee to the effect that should an agreement amongst themselves not be reached at their next meeting, they appoint a sub-committee to take up with our committee the banking phases, so that progress might be made. Although this request was made early in May, and personal requests have since been made for this meeting, we received no reply until October 3d, when the following letter was received from the chairman pro tem. of the Carriers' Committee, which, although couched in courteous terms, certainly shows no particular enthusiasm to meet our committee, and also still leaves the time they may be ready to meet us very indefinite:

"This will serve to confirm the telephone message which I sent you last Saturday morning on behalf of Chairman McCain of the Bill of Lading Committee and to the following effect, namely, that the desire of the Bankers' Committee that efforts should be made at the next joint meeting of our Bill of Lading and Shippers' committee to reach an understanding whereby there might be an early opportunity afforded the Bankers' Committee to confer with our Joint Committee, or sub-committee thereof, was presented to our meeting, and it was the sense of the meeting that it would be entirely proper to present the matter at the next meeting with the shippers, with a view to reaching an understanding which would have the effect of compliance with your request. As further explained to you, it is expected the next meeting with the shippers will be held about the last week in October. The chairman of that meeting will doubtless advise you of any action taken thereat with respect to matter referred to."

Congress, however, in June passed the rate bill, which included a bill of lading clause, holding the initial carrier liable for all damages caused by the carriers, and which clause appears to have secured for the shippers practically all they were contending for in the Joint Conference.

The sixth meeting was held in St. Louis this week, when consideration was given to various matters which had developed since our previous meeting. While various shipping associations throughout the country have generously offered their co-operation in our work, your committee has refrained from contracting any alliance with either shippers or carriers, however advantageous at the moment such a move might have appeared.

In the latter part of August, in behalf of the Bill of Lading Committee and your committee on

legal decisions, Mr. Thomas B. Paton attended the session of the Commissioners on Uniform Laws, held in St. Paul, which body has been drafting a uniform act on bills of lading, which upon completion, not possible for another year, they propose to recommend for adoption throughout each of the several states. In order that their work upon this and other banking matters might be in co-operation with our own and other banking associations, at the suggestion of Mr. Paton they amended their by-laws so as to provide for a standing committee on banks and banking, whose appointment, no doubt, will be of material benefit not alone in the bill of lading matter, but in all present and future banking matters needing uniform legislation.

### Conditions Found.

In response to our inquiries, it was shown that banks were annually advancing \$2,500,000,000 on bills of lading; that crops in certain sections of the country were almost entirely financed through this medium; and in spite of the fact that banks are loath to acknowledge losses, a condition which makes the gathering of anything like complete statistics on this phase impossible, there were reported to your committee hundreds of individual losses ranging as high as \$320,000, and it was clearly intimated to us that a large number of institutions never have and never will loan on the present form of bill of lading, claiming the risk to be too great.

The causes for these losses have almost invariably been through fraud, made possible through the lack of uniform and definite legislation, the looseness of the document itself, and the many exemptions from liability inserted therein by the carriers, as well as the present methods employed in their issue and redemption, hundreds of deliveries of goods without surrender of bill of lading being reported where no actual loss occurred. The specific causes for loss were found to be—

1st: Issue of bill of lading without receipt of goods.

2d: Delivery of goods without surrender and cancellation of documents.

3d: Altered bills of lading.

4th: Forged bills of lading, including change of genuine straight to forged order bill.

5th: Issue of duplicate bills of lading, original bill still outstanding and uncanceled, and shipments being diverted.

6th: Liability imposed by courts for quantity and quality of shipments.

Existing state laws have been inadequate to protect holders of bills of lading against these losses. Such documents are not fully negotiable at common law, nor have they been so made by conflicting state statutes designed to confer negotiability upon them. The decision of the various state courts upon many points of liability are also found to conflict. In short, neither the statute nor common law, as interpreted by different state courts, affords to the holders of bills of lading taken as security for advances the protection or safeguard to which they are justly entitled.

Three serious situations were also brought to our attention; the first, covering lake bills, which for years have carried a clause "Care Consignee, say John Smith, Buffalo," and upon arrival at Buffalo the receipt from John Smith has released the lake carrier from all liability. This "Care Consignee" is in 80 per cent of the cases the direct agent of the shipper, who has borrowed on the bill of lading from his home bank, and who through his agent, this "care consignee," again comes into possession of the goods, although the bills of lading representing the same are still unsurrendered and held as collateral by the home bank.

The second is where goods are shipped by large operators from sidetracks located some distance from railroad stations and where "shipper's load and count" is stamped on the bill of lading by the railroad agent, in view of his inability to be present as the goods are loaded on the cars. Loans on documents so issued cannot but be most hazardous, as recent decisions hold that railroads are not responsible for acts of their authorized agents in issuing bills of lading, wherein goods are not actually received. Not alone is this true where contents of packages do not correspond with description in the bill, or where goods have been loaded, counted or weighed by the shipper and the issuing agent has no opportunity to know whether the description in the bill is true or false (in which case there is some reason for exempting the carrier from liability), but also where the bill has been issued fraudulently by the freight agent, or as the result of mistake, neglect or carelessness, the courts have held the carrier not liable for the acts of its agent in issuing a spurious or untrue bill.

The third is that the highest courts in three states have decided that in cashing and collecting drafts to which bills of lading have been attached, bankers were responsible for the quantity and quality of the shipment represented, thus, in effect, making the bank, which simply holds the bill as collateral, an insurer of the goods for the



consignee; these decisions having caused a number of bankers, under the lead of the First National Bank of Birmingham, Ala., to notify their customers that they will no longer take bills of lading under old conditions.

In February of this year, in view of the grave dangers exposed through our investigation and an adverse decision against one of its members for a large amount, the Baltimore Clearing House banks seriously considered the advisability of taking a united stand against handling bills of lading, except under certain stringent conditions, and we learn of other bankers throughout the country who are favoring such action. To all of this your committee, however, has counseled patience in the hope that relief will soon be at hand.

This relief, we believe, can only properly come through congressional action, as in the case of the Harter Act, adopted in 1893, covering ocean bills, which is a direct precedent, and as no agreement between shippers and carriers can make a bill of lading a negotiable instrument. The Harter Act was the outgrowth of a controversy between ship-owners, shippers and underwriters over the liability of carriers on ocean bills, a condition existing because the courts of different states had announced conflicting rules upon the subject in controversy. It therefore became desirable, and the result proved highly beneficial to all interests, that Congress, which, under the Constitution, has supreme authority over foreign and interstate commerce, should interfere, and by statute establish a rule binding upon the courts, the conflict of laws in the different states being one of the reasons most influential for the enactment of this law.

For like reasons, legislation by Congress to confer negotiability upon domestic bills of lading, and clearly define the rights and obligations of parties thereto, is equally necessary to give such bills a uniform and definite legal character and value as commercial documents of title and to overcome the unfair decisions to the effect that a railroad is not responsible for the acts of its authorized agents, as well as those decisions holding bankers responsible for the quantity and quality of goods represented by bills of lading attached to drafts cashed by them. Your committee has been informed that the order clause in domestic bills of lading was never designed for the purpose of protecting loans made on such documents, but was inserted at the instance of large shippers who desired control of their goods until drafts drawn against such shipments had been paid, and the custom of loaning on domestic bills of lading has resulted from a desire on the part of banking institutions to accommodate shippers in the height of their season, the bills originally being accepted more as evidence of shipment and good faith than as security. This custom has been followed by other institutions lacking knowledge of real conditions, but believing the documents to be good collateral through experience with ocean bills of lading, without giving thought to the careful system in vogue in the offices of the ocean shipping companies, as well as to the fact that ocean bills are accompanied by insurance papers, and that the ocean carrier's liability has been fixed by the Harter Act.

Since 1893, when Congress passed the Harter Act, the confident purchase of drafts against ocean bills has been the means of greatly stimulating our export trade, which is almost entirely financed through the sale of drafts to which ocean bills of lading are attached. National legislation on Domestic Bills of Lading would vastly benefit our interstate commerce, as where advances on these documents are now avoided they would be welcome, and the free movement of commerce throughout the United States would be facilitated beyond calculation.

Congress has paved the way by its enactment of the Harter Act and the further enactment, at the last session, of a clause in the rate bill imposing certain liabilities upon carriers issuing domestic bills of lading, and has thereby announced its position and duty, under the commerce clause of the Constitution, to make such legal regulation of both ocean and domestic bills of lading as commercial necessities require. Congress has begun the work, but has not completed it. It has regulated the matter of liability under a domestic bill of lading between the shipper and the carrier, but has left untouched the equally important matter of the assignability of these documents.

The bill of lading is no longer a document requiring regulation between shipper and carrier alone; a third element has entered as a necessary factor in the problem, and the pledge of these documents to bankers as collateral for advances is a vitally important part of our interstate commerce; as such, the rights of the assignees of these bills is a subject as necessary for clear definition and legislative regulation as is the re-

spective rights and obligations of the original parties, the shipper and the carrier.

The great importance of this question to bankers all over the country has been well illustrated in the proceedings of the state associations during the past year, many addresses clearly and effectively presenting the grave dangers existing in the present order bills of lading as collateral having been delivered, and practically every association has passed resolutions calling upon the American Bankers' Association to continue its efforts to bring about corrective conditions. We therefore recommend that there be presented to Congress, in December, amendments to the rate bill, to follow the existing bill of lading clause, that will provide negotiability for bills of lading when issued in negotiable form, and also define the rights and liabilities of the parties thereto to the extent necessary to safeguard the reasonable rights of those advancing value upon such documents, with due regard to the nature of the business and the relation, rights and duties of the carrier.

LEWIS E. PIERSON,  
WILLIAM LIVINGSTONE,  
FRANK O. WETMORE,  
J. A. LEWIS,  
WM. INGLE,

Committee.

## TRANSPORTATION

Actual navigation opened at Buffalo, N. Y., on April 6.

An embargo on corn was placed against Nashville, Tenn., by all roads on April 3.

The first sailings from Chicago were recorded on April 4, when the W. P. Rend and the Panther departed for Buffalo.

The opening of navigation found about 15,000,000 bushels of grain in store at Duluth, Minn., awaiting shipment. During March and early April the receipts were 1,000,000 bushels a week.

When navigation opened at Chicago there were about 1,750,000 bushels of grain loaded into vessels; of this amount 1,100,000 bushels was corn and 300,000 bushels was oats while the rest was wheat.

An order was announced by the Great Northern at Minneapolis, on March 19. The road will not permit its cars, coming loaded into that city, to go to elevators or industries situated on the tracks of other roads than its own connections.

The William B. Kerr, a new freighter building at South Chicago, Ill., will carry grain from Duluth to Buffalo. Its capacity will be 425,000 bushels or 45,000 bushels more than has ever been recorded in a single cargo. The Western Transit Co. of Tonawanda owns the boat which is one of a trio of vessels of the same dimensions being built.

Grain rates from Chicago to New York will be increased 2 cents on May 1. The railroads announced the new tariff would take effect on April 1, but an extension of a month was made at the suggestion of the Interstate Commerce Commission, which acted on the request of Indiana and Ohio and Ohio grain shippers, who had their houses full of grain.

George A. Wells, secretary of the Iowa Grain Dealers' Association has been in communication with various railroad officials in an effort to secure car facilities for the movement of shelled corn, which might become heated and damaged while held in the elevators. He has been promised hearty co-operation by most of those he addressed.

On April 4, the Erie Boatmen's Union, which controls business on the Erie canal announced rates on grain from Buffalo to New York as follows: Wheat, 5 cents; flax seed, 5½ cents; rye, 4¾ cents; corn, 4½ cents; barley 4 cents; oats, 3¼ cents. This is an average increase of one-half cent over last season's prices. Carrying charges on other classes of freight show a decrease from those of last year.

It is declared Duluth shippers have vessel capacity to load something more than 1,500,000 bushels at the opening under charter on the basis of 2 cents on wheat to Buffalo. More business is offered at that figure at Duluth and Fort William, but Chicago ship owners were holding for 2¼ cents. The capacity of the vessels laid up at Duluth was about 9,000,000 bushels, but all the boats will not take grain on their first trip. The season opened on April 10.

## THE CO-OPERATIVES

The Sibley Grain Co., Sibley, Ill., for 1906 business declared a 10 per cent dividend.

The two farmers' companies at Green Mountain and Gilman, Ia., two years old, have both made some money.

The action in the bankruptcy court to declare the Oldham Farmers' Elevator Co., Oldham, S. D., an involuntary bankrupt is resisted by the present officers.

The Farmers' Exchange Elevator at St. Cloud, Minn., sold recently as a failure to F. Neil, has, since the latter obtained possession, been made a paying property.

The famous Farmers' Co-operative Shipping Association of Kansas, which has had a most varied and picturesque career, on April 4, at a meeting at Kansas City, voted to wind up its affairs at once and quit.

The Milling Grain and Supply Co., Millington, Ill., in 1906 handled over 600,000 bushels of grain and made a profit of 19 per cent. The directors voted to increase the capital stock by \$6,000 in order to handle coal and lumber.

The directors of the Farmers' Independent Elevator at York, Neb., have decided to sell the elevator building and business. It is understood they have about \$9,500 invested in property. Farmers took stock sparingly in the association, and there being four other elevators in York, competition has been hard and the farmers' elevator has been unable to make money.

### WHEAT FARMERS ORGANIZE.

The Farmers' and Wheat Growers' Association of America is the title of a new organization perfected at Waitsburg. As the name indicates, it includes the wheat farmers of that section of eastern Washington. The field of the society contemplates the states of Washington, Oregon and Idaho and such other states as the head association may designate. Its objects are enumerated in six specifications of the constitution. They include cultivating a spirit of friendship, doing away with speculation in marketing grain, getting better prices for products, settling the sack question, securing just weights and remedying such evils as may disturb the prosperity of the farmer.

It is the purpose of the Wheat Growers' Association to incorporate under the state laws and establish local branches of the society at many points where grain growing is a prominent industry. The society is a secret organization and is presumed to be free from political and personal contaminations. It is designed to take the place of the old Grange or Patrons of Husbandry in so far as the work of co-operation is concerned. The promoters argue that such a step is necessary for mutual protection against the numerous organized bodies of buyers of farm products. In that they are following the spirit of the age of organization.

The area devoted to the production of wheat is being encroached upon by the diversified farmers of the present age. Many of the big farms are being divided into smaller tracts to induce greater settlement of home builders. That necessitates the formation of pools in the grain market in order to have a sufficient quantity at any one place to bring the attention of buyers. Under such circumstances the small wheat man would stand a poor chance of getting the real market value of his grain. But by combining the crops from several farms and offering the output in one sale dealers may be induced to travel for many miles to secure a portion of the grain crop from a given district.—Seattle Post-Intelligencer.

Spring thrashing began late in March in the neighborhood of Fergus Falls, where farmers have had more than their share of difficulties. Their harvest was late, and stacking was delayed on account of wet weather until well along in September. Then they waited in vain for thrashing machines. The ground had been thoroughly saturated with water, and the heavy engines could not be moved. When winter set in thrashing was begun in earnest, but heavy snow and a succession of storms made the work both slow and difficult. Machines have started up from time to time throughout the entire winter, but comparatively little headway has been made, and now that spring has opened in some measure, operations have been resumed with better prospects of finishing the work. The spectacle of thrashing machines at work in March is something new in this locality.



### METHOD FOR DETERMINING MOISTURE IN GRAIN.

The Bureau of Plant Industry in Bulletin 99 has published the quick method for determining the percentage of moisture in corn derived by Edgar Brown, botanist in charge of the seed laboratory, and J. W. T. Duvel, assistant in the same laboratory. The bulletin says (continuing the abstract,

partment: Within each compartment,  $6\frac{1}{2}$  inches from the top of the chamber, is a galvanized-iron ledge (i) for supporting the wire gauze, flask, etc., the ledge being cut in such a way as to form a hole  $4\frac{1}{2}$  inches in diameter. In order to prevent the brass-wire gauze from becoming badly distorted by the action of the heat, it should be held in place by means of a second piece of galvanized iron (i), which fits into the compartment and has a hole of the same diameter as the support (i).

(p) projects. The hole in the galvanized iron is made about one-fourth inch larger than the hole in the asbestos lining, the latter having a diameter of  $1\frac{1}{4}$  inches, thus forming a one-eighth inch asbestos projection (l') to lessen the danger of breaking the necks of the flask in placing or removing the covers. Each cover is provided with a wooden handle (m) and a five-eighths inch flange (n), the latter having a small notch at o, directly opposite the notch (o') in the side of the chamber. The asbestos in the notch (o') in the wall of the chamber should project sufficiently to form a cushion to protect the glass tube leading through the notches o, o' to the condenser.

**The Condenser.**—The condenser (Figs. 1 and 3, A) consists of a plain copper tank 4 inches wide, 12 inches high, and of the same length as the evaporating chamber (B). In the bottom of the tank at points directly opposite the center of each of the compartments of the evaporating chamber are cut 1-inch holes for receiving the perforated rubber stoppers (e) through which the ends of the glass condenser tubes (s) project into the measuring cylinders (t). Heavy one-eighth inch washers (d) are soldered around the holes in the bottom of the tank, so that the rubber stoppers (e) bearing the condenser tubes (s) can be pressed in firmly, thereby avoiding the possible danger of any water leaking from the tank into the measuring cylinders. Through the condenser tank passes a stream of cold water, entering through the valve (a) and passing out at the overflow pipe (c). Connected with the valve (a) is a three-eighths inch pipe (b), which extends the full length of the tank. In this pipe, near each condenser tube, are two small holes (b'), drilled at such an angle that the cold water entering the tank will fall directly on the glass condenser tubes. In order to prevent the sides of the tank from bulging, extra braces (f) should be put in every 16 or 18 inches.

**The Stand Supporting the Evaporating Chamber and Condenser.**—The stand (see Figs. 1 and 3) supporting the condenser (A) and the evaporating chamber (B) is made of angle iron, with 1-inch sides and three thirty-seconds inch thick. The total height of the stand is  $9\frac{1}{4}$  inches, which raises the bottom of the condenser tank  $8\frac{3}{8}$  inches above the work table, leaving ample room for the 8-inch measuring flasks (t) to be placed under the condenser tubes. The corners of the stand are strengthened by the braces (v). The cross piece (w) at the back of the stand is dropped 4 or 5 inches in order to facilitate the manipulation of the burners.

Between the burners (x) and the gas pipe (y)

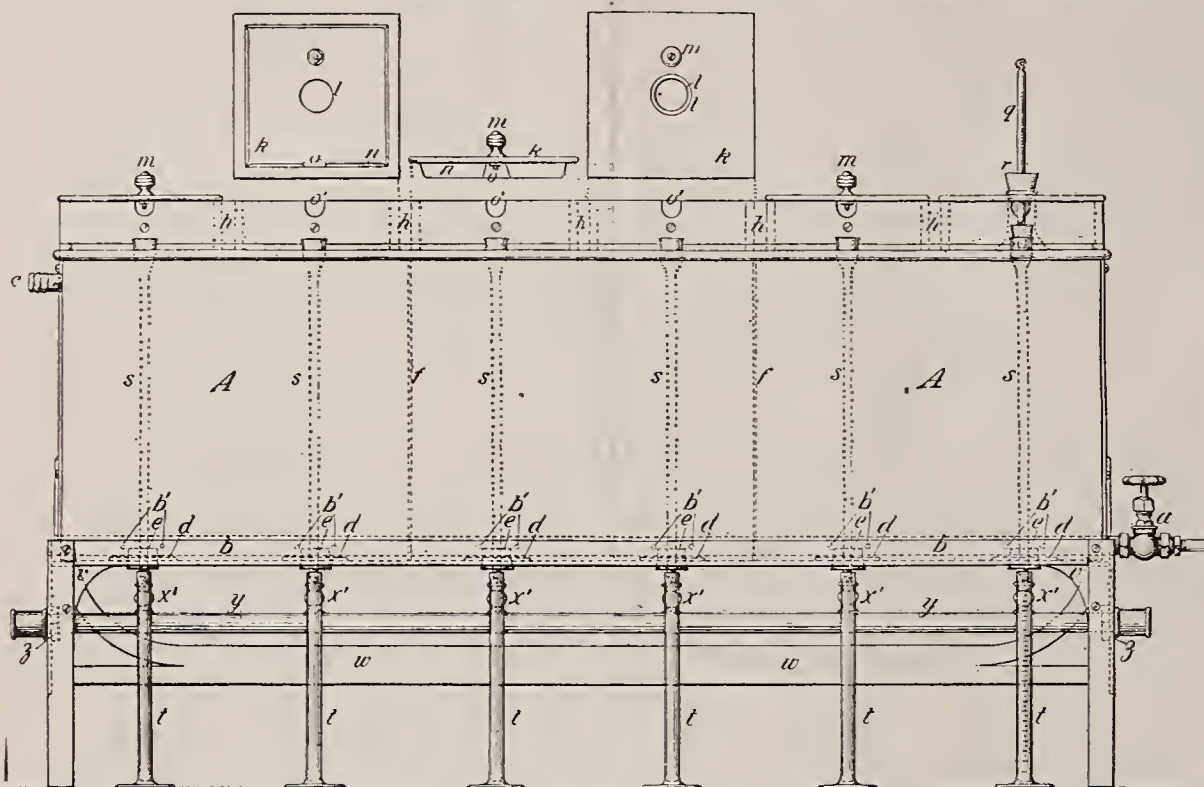


FIG. 3.—Plan of front of apparatus for moisture determination.

A, condenser; a, valve on cold-water pipe; b, water pipe along bottom of tank; b', diagonal holes in pipe opening into tank; c, overflow pipe; d, heavy washers; e, rubber stoppers supporting condenser tubes; f, braces on sides of tank; h, air space between compartment partitions in evaporating chamber; k, covers; l, hole in cover for neck of flask; m, wooden handle on cover; n, flange on cover; o, notch in flange; o', notch in front of evaporating chamber; q, thermometer in flask; r, rubber stopper supporting thermometer; s, glass condenser tubes; t, graduated measuring cylinders; v, braces on stand; w, cross-piece on back of stand; x, extra stopcock at base of burner; y, gas pipe; z, nuts for adjusting height of gas pipe.

the first part of which will be found on p. 493, in the March number):

#### DESCRIPTION OF THE APPARATUS.

In devising the apparatus for making moisture determinations in accordance with the method outlined in these pages, the principal aim has been to secure an apparatus suitable for laboratories engaged in determining the percentage of water in samples of commercial grain. The following description and the accompanying illustrations (Figs. 1, 2, 3) show the detailed construction of the apparatus.

**The Evaporating Chamber.**—For the want of a better term the name "evaporating chamber" has been applied to that part of the apparatus in which the samples of corn immersed in the oil are heated. (See Figs. 2 and 3.) The evaporating chamber (B) is made of a good quality of galvanized iron and is divided into six compartments, as shown in figure 2. A six-compartment chamber is here described, it being the best for ordinary work; however, the apparatus can be made with a single compartment or with a dozen or more, if so desired. Each of the compartments is lined throughout with heavy asbestos. In addition to the asbestos lining the front of the chamber—the wall next to the condenser—is covered with heavy asbestos on the outside.

The front of the evaporating chamber and the two ends (Figs. 2 and 3) rest on an iron stand (C), while the wall at the back of the chamber extends only to the line (u u'), which is 5 inches above the base. (See Fig. 2.) This side is left partially open to facilitate the lighting of the burners and to give a better supply of air. A 2-inch hole should likewise be cut in each end of the apparatus about  $4\frac{1}{2}$  inches from the base, in order to give a greater supply of air to the two end burners; this, however, is not shown in the illustrations.

The different parts of the evaporating chamber, including the asbestos lining and covering, are fastened together with the screw bolts (Figs. 2 and 3, g). The different compartments are each made  $5\frac{3}{8}$  inches square inside, and are separated from each other by two partitions, each with a double thickness of asbestos, and a quarter-inch air space (h), so that when the heat is turned off from one compartment the sample of corn in the flask within will in no way be affected by the heat from an adjoining compartment should it still be in operation. These partitions extend  $2\frac{1}{2}$  inches below the ledges (i) which support the flasks (p), in order to prevent the flame of any one burner from spreading into an adjoining com-

partment. On the plate holding the gauze firmly in place (see Fig. 2) rests a flanged pipestem triangle (j), which serves to raise the flask (p) about one-half inch above the brass-wire gauze, this being essential in order to prevent the corn which lies directly on the bottom of the flask from becoming

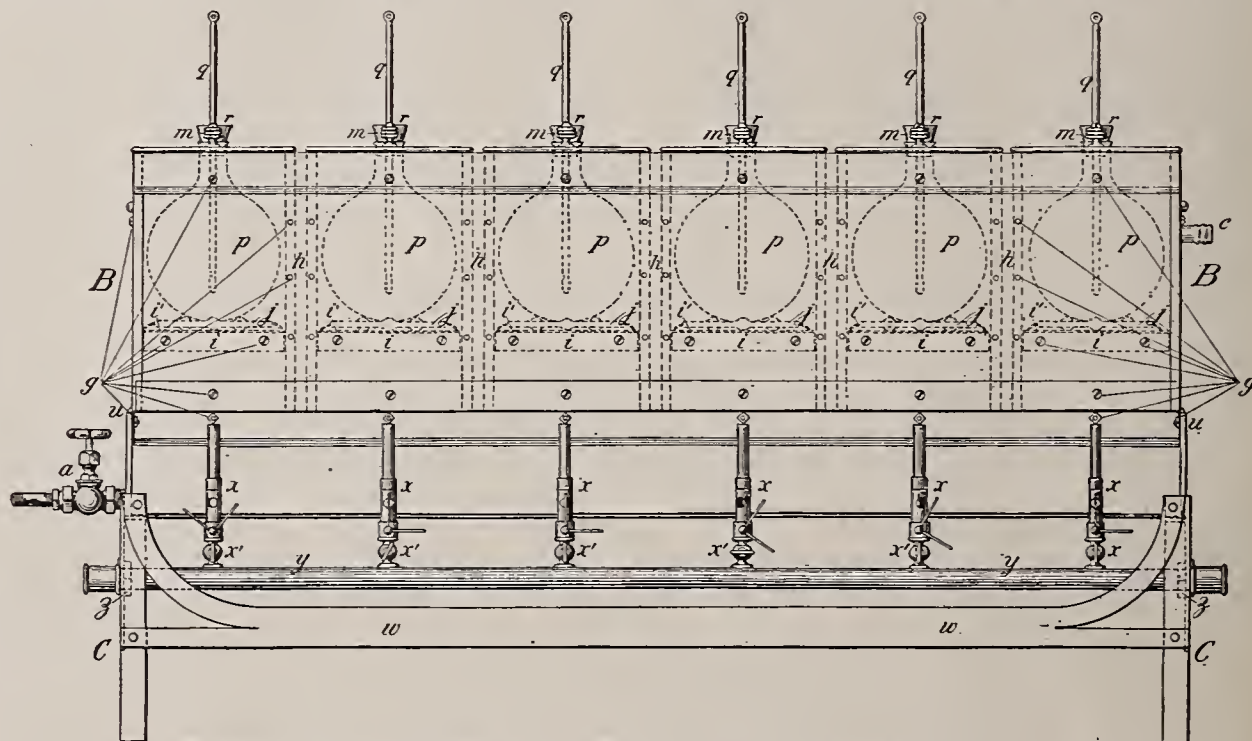


FIG. 4.—Plan of back of apparatus for moisture determination.

B, evaporating chamber; C, stand supporting evaporating chamber and condenser; a, valve on water pipe; c, overflow pipe; g, screw bolts; h, air space between partitions; i, ledge supporting gauze, triangle and flasks; j, galvanized iron ring above wire gauze; k, flanged pipestem triangle; m, wooden handle on covers; n, distillation flasks; q, thermometers in flasks; r, rubber stopper carrying thermometer; u u', lower line of outside wall of evaporating chamber; w, cross-piece on back of stand; x, burners; x', extra stopcock beneath burners; y, gas pipe; z, nuts for adjusting gas pipe.

too highly heated. If the flask rests on the gauze, the kernels in contact with the bottom of the flask directly over the flame will become carbonized and the percentage of water expelled will be too large. The interior arrangement of each compartment is more clearly shown in figure 4. The length of the flanged pipestem forming the sides of the triangle is 4 inches. The gauze is 30-mesh, made of No. 31 brass wire.

Each compartment is provided (see Fig. 1) with an asbestos-lined cover (k) having a hole (l) in the center, through which the neck of the flask

is inserted an extra stopcock (x'). With the extra stopcock directly beneath the burners the flow of gas can be regulated by setting either the valve in the burner (x) or the stopcock (x') or using the remaining one for turning on and off the gas. (Figs. 1 and 3.) The gas pipe (y) with the attached burners can be raised or lowered by loosening the nuts (z) at the slotted supports (y') to either end of the stand.

**The Distillation Flasks.**—The flasks (Figs. 2 and 3, p) in which the mixture of corn and oil is heated, are primarily distillation flasks having



short necks and specially constructed side tubes. (Fig. 5.)

The flasks have a capacity of approximately 1,000 cubic centimeters. The necks of the flasks have a diameter of  $2\frac{1}{2}$  centimeters and are made without a flange and sufficiently heavy to stand tight corking. The side tube, which is 7 or 8 millimeters in internal diameter, is inserted approximately 3 centimeters from the top of the neck. The respective lengths of the three arms of the side are  $6\frac{1}{2}$ , 7, and 3 centimeters. The

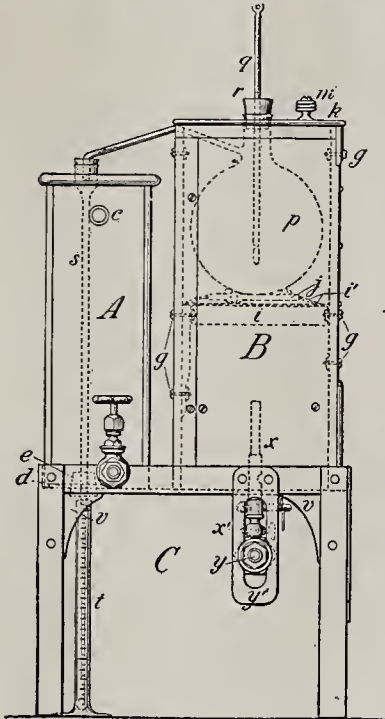


FIG. 5.—Plan of end of apparatus for moisture determination.

A, condenser; B, evaporating chamber; C, stand-supporting condenser and evaporating chamber; c, overflow pipe; d, washer soldered to bottom of condenser tank; e, rubber stopper supporting condenser tube; g, screw bolts; t, ledge for supporting gauze, triangle and flask; i, galvanized iron ring above gauze; j, flanged pipestem triangle; k, covers; m, handle on cover; p, distillation flask; q, thermometer; r, rubber stoppers; s, condenser tube; t, graduated measuring cylinder; v, braces; x, burner; x', extra stopcock beneath burner; y, gas pipe; y', support for gas pipe.

bend between the two long arms is  $1\frac{1}{2}$  centimeters below a horizontal line drawn from the top of the neck of the flask. The total height of the flasks should be 17 or  $17\frac{1}{2}$  centimeters, or such that one-half centimeters or more of the neck will protrude through the covers (k) of the evaporating chamber in order to protect the rubber stoppers (r) as much as possible from the action of the high temperatures.

The Thermometers.—While any standard chemical thermometer may be utilized, a thermometer graduated in degrees from 100 degrees C to 210 degrees C has been found most convenient. The 100-degree mark should come just at the top of the rubber stopper in the flask (17 centimeters

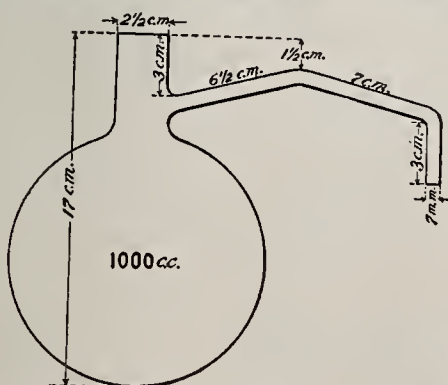


Fig. 10.—Distillation Flask.

from the bulb end of the thermometer), so that the rapidity of the rise in temperature can be watched if desirable after the water begins to pass over. The total length of such a thermometer need not be more than 27 or 28 centimeters. The bulb end of the thermometer should extend well into the mixture of corn and oil, approximately 1 centimeter from the bottom of the flask.

The Condenser Tubes.—The construction of the condenser tubes (Figs 1 and 3), as represented at s in the detailed drawings, is shown in figure 6. The thimble at the top is 22 millimeters in diameter inside and 3 centimeters deep, giving ample space to make good connection with the distillation flasks by means of a rubber stopper on the end of the side tubes. The diameter of the remaining part of the tube is approximately 7 millimeters, the tube having a total length of 33 centimeters, so that the top of the tube will

stand about one-half centimeter above the top of the water tank and the bottom of the tube project about 2 centimeters below the rubber stopper at the bottom of the tank. The lower end of the tube should be cut at an angle, as shown in the illustration.

The Graduated Cylinders for Collecting and Measuring the Water.—A convenient form of container for collecting and measuring the amount of water expelled from the grain is shown in figure 7. Each of the two cylinders here shown is 20 centimeters (approximately 8 inches) high, and is graduated in fifths, the one with a reading capacity of 20 cubic centimeters and the other with a reading capacity of 25 cubic centimeters. For samples of very wet grain larger measuring cylinders will be necessary. With the graduations in fifths it is very easy to make the reading in tenths of a per cent, which is a sufficiently close percentage for all commercial grading of grain, as samples taken on different days will show a

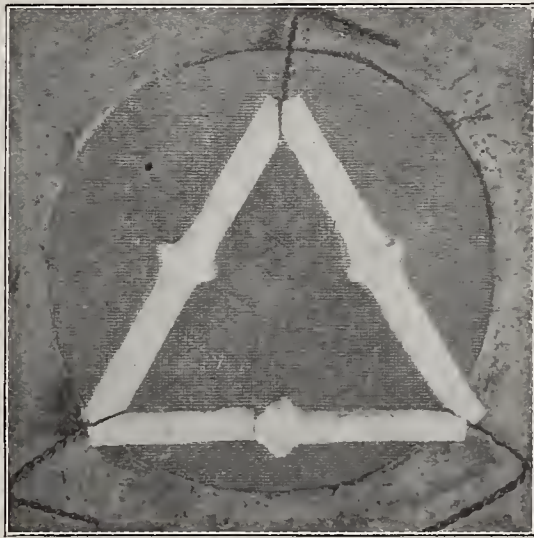


FIG. 9.—Interior arrangement of the compartments of the evaporating chamber, showing the position of the triangle over the gauze.

much wider variation. The graduations are in cubic centimeters, so that when 100 grams of grain are used for the test the percentage of water can be seen at once, 1 cubic centimeter of water representing 1 per cent. The cylinders should be of a uniform height, so that they can be used indiscriminately beneath any of the condenser tubes.

In expelling the water from the corn a small quantity of oil (less than one-half a cubic centimeter) is carried over into the graduated cylinders, which prevents them from drying rapidly after the readings have been made and the contents emptied at the close of the test. However,

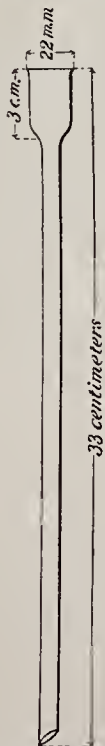


FIG. 11.—Condenser Tube.

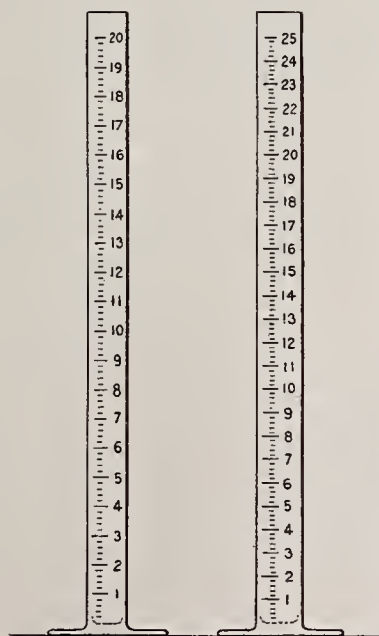


FIG. 12.—Graduated cylinders for measuring the water expelled from the grain.

preparatory to their being used again, the cylinders must be cleaned and dried, which can best be done with a test-tube cleaner having a small piece of sponge attached to the end.

The insurance committee of the Farmers' Grain Dealers' Association of Illinois held a meeting in Springfield on March 28 for the purpose of completing arrangements for inaugurating a cooperative insurance plan among the farmers' grain companies of Illinois.

## LATE PATENTS

Issued on March 12, 1907.

Grain Bin.—Oliver Kelsey, Connell, Wash. Filed July 12, 1906. No. 846,570.

Grain Car Door.—Boyd Daugherty, Chicago, Ill. Filed November 20, 1905. No. 846,913. See cut.

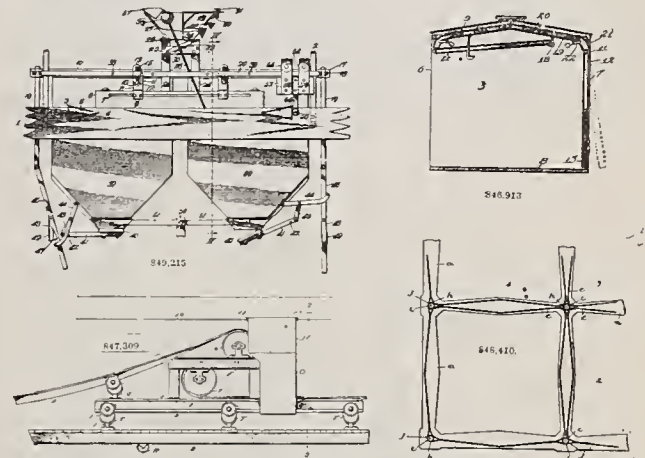
Issued on March 19, 1907.

Tripper or Deliverer for Conveyors.—Clarence K. Baldwin and Lincoln Moss, New York, N. Y. Filed March 16, 1905. No. 847,309. See cut.

Issued on March 26, 1907.

Apron Conveyor.—Henry G. Ginaca, Honolulu, Hawaii. Filed August 31, 1905. No. 848,236.

Storage Bin.—Jesse H. Tromanhauser, Minneapolis, Minn. Filed October 15, 1904. No. 848,410. See cut.



Apparatus for the Rapid Determination of the Moisture Content of Grain.—Edgar Brow, New York, and Joseph W. T. Duvel, Ohio. Filed March 2, 1907. No. 848,616.

Issued on April 2, 1907.

Grain Weighing Machine.—Monroe Davis, Billings, Okla., assignor of one-half to O. W. Hutchinson, Billings, Okla. Filed July 13, 1906. No. 849,215. See cut.

## ENGLAND'S WHEAT SUPPLY.

The population consumes 130,000 tons a week, says a writer in the North American Review, so that, if it depended entirely on supplies from abroad, about 26 steamers, averaging a carrying capacity of 5,000 tons, ought to arrive every week with supplies. The figure 5,000 tons is selected, as this is the average dead-weight capacity of many liners and cargo steamers. So long as there is a margin of safety, such as the six weeks' minimum supply already mentioned, it is immaterial if 32 steamers arrive one week and only 20 the next week. At this point, we may usefully note that almost exactly a thousand steamers a week enter the ports of the United Kingdom, and, of these, 600 are British; so that, in the above assumption of 26 steamers, carrying wheat, only 60 per cent, or 16 of them, undergo war risks.

If, in these circumstances, we place the war risks at the very high limit of 6 per cent, then one out of each group of 16 British steamers would be reckoned as captured. Obviously, if the prices in Great Britain are materially higher than on the Continent, the natural tendency would be to run a couple of extra British or neutral steamers in with wheat, and so more than discount the 5,000 tons of wheat per week lost by capture. Of course, in practice, the eggs are not nearly so much in a few baskets, for the wheat is spread out as part cargoes in a large proportion of the thousand steamers arriving every week. In addition, a far greater loss than we have assumed might be cheerfully borne without replacement, and still leave the wheat consumed per head of population at a far higher figure than that of Germany.

On March 31 the Western Union and Postal Telegraph Companies jumped their rates simultaneously at midnight. The increase over the old rate schedule in many cases is 66 per cent, although the average increase is probably about 33 per cent. With the exception of the Pacific coast, the larger part of Canada and a few of the states where the rate was already high, the increase affects the entire country. Officers of the two companies said, "There was no agreement." By a remarkable coincidence, they both "happened" to lift rates at the same moment.



# For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## ELEVATORS AND MILLS

### FOR SALE, RENT OR EXCHANGE.

Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

### FOR SALE OR TRADE.

Elevators and mill. Two Iowa elevators and an interest in profits of a first class mill. One 25 and one 50 horsepower electric motors.

J. D. McCLEAN, North Jefferson, Peoria, Ill.

### FOR SALE

Twenty-thousand-bushel elevator and dwelling house in a good North Dakota wheat town. Elevator in good condition. Six-room house, with hot water heat; good well in house; also cistern, nice lawn and young trees. Address

LOCK BOX 327, Willow City, N. D.

### FOR SALE OR EXCHANGE.

Line of four elevators in fine agricultural section, western Illinois; price, \$18,000. Will consider good clear farm up to value of elevators. Investigate this. If you have an elevator, farm, income property or business proposition for sale or exchange, write me.

B. B. WATSON, Box 105, Barry, Ill.

### FOR SALE.

One-hundred-thousand-bushel elevator, doing an annual business of 500,000 bushels, located in best grain district of western Indiana, on the Chicago & Eastern Illinois Railroad, about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to

INDIANA, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

### THREE SPECIAL BARGAINS.

One 10,000-bushel elevator; N. Y. C., western Indiana; ships 100 to 150 cars corn and oats; house good as new; \$4,500 cash.

One N. Y. C. Elevator; western Indiana; will average over 200 cars corn and oats; house good; \$7,000 cash.

One 10,000-bushel elevator; C. H. & D., western Indiana; first-class condition; ships sure 125,000; large territory; good as new; \$5,000 cash. No competition at either of these. Must hurry to get them. Have buyer for Cutler Grain Dryer, good condition.

JOHN A. RICE, Frankfort, Ind.

### OLD ESTABLISHED BUSINESS FOR SALE.

In order to close the estate of Samuel Thomas, deceased, the grain depot and business in Phillipsburg, N. J., conducted by him for 42 years, will be sold at private sale. The property has frontage of 60 feet on South Main St. and extends to Belvidere-Delaware branch of the P. R. R.; is improved with large stone and brick building (two stories on street and four stories on railroad side), fitted up with hopper scales, conveyors, and all modern appliances for wholesale and retail grain business, also railroad siding. For further particulars, apply to

SMITH & BRADY, Attorneys for Estate, Phillipsburg, N. J.

### ELEVATORS FOR SALE.

We have a large list of extra good bargains in elevators, first-class locations, doing good business. Write for prices and descriptions, giving location you prefer. We furnish managers and buyers for elevators and secure positions for men who wish to change their location. If interested in an elevator or milling proposition be sure and write to us.

IOWA MILL AND ELEVATOR BROKERS, Independence, Iowa.

## MACHINERY

### ENGINES FOR SALE.

Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

### PEERLESS GRAIN FEEDERS.

For ear corn and small grain. Something new. Write for prices.

PEERLESS FEEDER CO., Sidney, Ohio.

### FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

### FOR SALE.

Six Barnard & Leas 7-foot Centrifugal Reels. Just the thing for dressing flour. Will sell cheap. Address

A. A. ULREY, Fairmount, Ind.

### FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

### FOR SALE.

One No. 6 Monitor Dustless Receiving Separator. Two No. 7 Eureka Warehouse Scourers. One No. 2½ Western Corn Sheller. One lot second-hand elevators and conveyors. One lot of second-hand buhr mills and grinders. THE STRAUB MACHINERY CO., Cincinnati, Ohio.

### FOR SALE VERY CHEAP.

One Wheelock Automatic Engine, cylinder 20x48, diameter of shaft, 8 inches; length of shaft, 7 feet 10 inches. Engine right hand.

With engine goes full set of oil cups, one cylinder lubricator (Detroit Double Connection) and one receiver and separator, 5 feet by 10 inches by 15 inches. Engine and fittings in good condition. Reason for selling, plant requires larger engine. Address all inquiries to

HYGIENIC FOOD CO., Battle Creek, Mich.

### FOR SALE.

One 50-horsepower Westinghouse Gas or Gasoline Engine, as good as new. Has not seen to exceed 9 months of actual wear.

One dynamo, Fairbanks-Morse, No. 1303 D, K. W. 10, A. M. P. 83, volts 120, R. P. M. 1,250.

One dynamo, Fairbanks-Morse, No. 1386 K, K. W. 60, A. M. P. 110, volts 525, R. P. M. 925.

S. M. ISBELL & CO., Jackson, Mich.

### FOR SALE.

One 125-horsepower, left-hand Automatic Atlas Engine, heavy duty.

Two 80-horsepower return tubular boilers, full-flushed front.

One 200-horsepower Cochrane Heater.

Three Gardner Duplex Pumps.

One 60-inch x 7-foot ¼-inch steel tank, with all necessary piping, cut and threaded, to connect boiler and engine, 20-foot centers.

CAPITAL GRAIN AND ELEVATOR CO., Oklahoma City, Okla.

### SPECIAL BARGAIN.

In No. 2 Nordyke & Marmon Cornmeal Dryers, capacity 50 bushels per hour. Good as new; write for prices.

A. S. GARMAN & CO., Akron, Ohio.

### GRAIN DRIER BARGAIN.

An "Ellis" Drier, having a capacity of about 2,500 bushels per 10-hour day, for sale at a right price for cash and for quick shipment. It is now in operation in large terminal elevator and ample opportunity for examination will be given. Address.

X. Y., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

## SCALES

### SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### WANTED.

To correspond with a reliable party who has some money to put into the business and who has had practical experience in operating a cereal mill in the manufacture of oats and corn products. Address

BOX 361, Winchester, Ind.

### POSITION WANTED.

By a man with over 15 years' experience in the running of both inland and seaboard grain elevators. Competent of taking full charge. First-class reference. Address

K., Box 3, care "American Elevator and Grain Trade," Chicago, Ill.

### PEAT.

Peat coal, \$2.00, equal to anthracite. Peat swamps turned into coal mines. Peat coke, peat gas, peat litter. Machinery sold. Plants erected. Dealer in peat products.

JULIUS BORIDOLLO, Kingsbridge, New York City.

## HELP WANTED

### WANTED.

Man who is capable of taking charge of sales in elevator cleaner department of large manufacturing concern. Give age, past experience and salary expected. Address

M. M., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

## ELEVATORS WANTED

### WILL LEASE.

Cash in advance, one or two good elevators, doing good business, and buy within a year. Write me. Address

BOX 474, Malvern, Iowa.

### WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.



**TO EXCHANGE.**

Illinois corn and wheat farm to trade for good paying grain elevators. Address  
J. M. MAGUIRE, Campus, Ill.

**LOCATIONS FOR ELEVATORS.**

Good locations for elevators and other industries on the line of the Belt Railway of Chicago. Low switching rates and good car supply. For further information address

B. THOMAS, Pres., Room 11, Dearborn Station, Chicago, Ill.

**EXTRAORDINARY OPPORTUNITY.**

We have one of the best brokerage businesses for sale or exchange that can be found anywhere in the central part of the United States. There are contracts on the books of this firm for over \$65,000 worth of commissions.

One of the parties connected with the business has been compelled to take his wife west on account of her health, and the president of the company finds that it is impossible for him to handle the business alone, having so much outside business on his hands, and for this reason the business is offered for sale or exchange.

It is one of the nicest, cleanest businesses that you can find anywhere. The income last year would net more than three of the best elevators or lumber yards in Illinois, or any of the other grain states.

If you would be interested in this proposition, let us hear from you by return mail, as this is one of those opportunities that does not present itself every day in the week. It would take \$5,000, either in money or bankable paper, to handle this proposition. Address

BROKERAGE, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

**GRAIN AND SEEDS****WANTED.**

Oats, corn, feeds and hay of all kinds. Send samples and quotations. Address

SOUTH SHORE GRAIN CO., Quincy, Mass.

**SEED CORN.**

I sell pure-bred Reid's Yellow Dent Seed Corn. It is a good yielder and wins prizes wherever shown. My price is \$2.50 per bushel, in the ear or shelled and graded. I also have some very choice Silver Mine oats, timothy and red clover. Prices right; samples on request. Address

FRED McCULLOCH, R. F. D. No. 1, Hartwick, Iowa.

**SEEDS FOR SALE.** Write for samples and prices of CLOVER, TIMOTHY, MILLET, SORGHUM, KAFFIR CORN. NATIVE WESTERN GROWN ALFALFA OUR SPECIALTY. MISSOURI SEED CO., 1445 St. Louis Ave., KANSAS CITY, MO.

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114 W. 19th Place, Chicago

**MAKERS OF FIREPROOF WINDOWS**

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and Metal Roofing For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

**GRAIN RECEIVERS****PITTSBURG****HAY****Clover Hay Wanted**

Our superior facilities and connections with large buyers of HAY and GRAIN enable us to get the best prices. Liberal advances made on shipments.

**Daniel McCaffrey's Sons Co.**  
Pittsburg, Pa.

References: Duquesne National Bank.  
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In the one spot 40 years.

**GRAIN****H. G. MORGAN**

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**Ear Corn, Oats and Hay**

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RYE A SPECIALTY**

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Proprietors Iron City Grain Elevator. Capacity  
300,000 bu.

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**GRAIN RECEIVERS**

**MINN.**

Consignments Solicited.

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**Marfield, Tearse & Noyes**

Inc.

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Private wires: Chicago and New York.

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**Wheat  
A  
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Incorporated. Capital, \$150,000

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Established 1882 BOSTON, MASS.

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**Mohr-Holstein Commission Co.**

29 Chamber of Commerce

**MILWAUKEE**

**Sample Grain a Specialty**

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

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MINNEAPOLIS

**J. V. LAUER & CO.**

Grain Commission

**BARLEY A SPECIALTY**

Ship us your next car

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Merchants Exchange  
DECATUR, ILL.

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Ask for our Bids and Quotations.

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**Grain and Seed Merchants and Commission**

**OUR SPECIALTY: OATS AND CLOVER SEED**

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Correspondence Solicited

Robinson Cypher Code

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(INCORPORATED)

COMMISSION MERCHANTS

**Grain, Mill Feed and Hay  
HOUSTON, TEXAS**

**BATTLE CREEK****McLane, Swift & Co.,**

Buyers  
of

**GRAIN**

Battle Creek,  
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CORRESPONDENCE FROM EASTERN BUYERS SOLICITED.

**DECATUR**

**OUR BIDS ARE GOOD ONES.**



# GRAIN RECEIVERS

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### Gerstenberg & Co.

Commission Merchants

HANDLE ALL GRAINS AND SEEDS

Barley a Specialty

OUR SERVICE WILL PLEASE YOU  
CHICAGO

Whose "Ad" is this?

THE BEST SERVICE  
—ALL THE TIME

FIND OUT, SHIP YOUR GRAIN  
TO THEM, AND PROVE ITS TRUTH

### W. H. MERRITT & CO.

Grain Buyers and Shippers

CORRESPONDENCE SOLICITED

87 Board of Trade, CHICAGO, ILL.

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GEO. S. DOLE, Pres.

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### J. H. DOLE & CO.

(Established 1852)

Commission Merchants, Grain and Seeds

We solicit your

CONSIGNMENTS

and orders in futures

226 La Salle Street,

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Successors to

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515-518 Postal Telegraph Bldg.  
CHICAGO, ILLINOISConsignments of all kinds of Grain and Field  
Seeds a specialty

Good Prices

Prompt Returns

Very Best Attention

and **W. A. FRASER CO.**

"They're Running Mates!"

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Grain and Field Seeds Commission Merchant

BARLEY, OATS, WHEAT, CORN, RYE  
TIMOTHY, CLOVER, FLAX, HUNGARIAN MILLET

6 SHERMAN STREET, CHICAGO

Write us freely on all matters pertaining to grain and field seeds.  
Your questions fully and cheerfully answered; particular attention paid to timothy seed and grain by sample. Consignments and speculative orders receive our careful personal attention.

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### MERCHANTS' GRAIN COMPANY

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74 Board of Trade

CHICAGO

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with

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(Established 1869)

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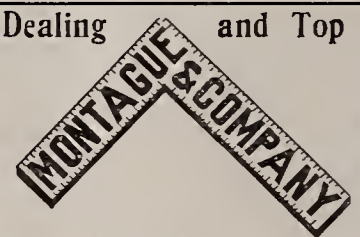
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Square Dealing and Top Prices.

If we have not handled your Chicago Business, try us.



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99 Board of Trade

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GRAIN MERCHANTS

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**GRAIN AND FIELD SEEDS**

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Operating the Interior Elevator at South Bend, Ind.

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ESTABLISHED 1852

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72 Board of Trade, CHICAGO

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**GRAIN DEALERS**

Consignments solicited. This department is fully equipped in every way to give the very best service in Chicago.

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**We Have**

every facility for handling grain on consignment or for future delivery.

Experienced Men on 'Change  
Ample Financial Resources  
Thirty Years' Experience

COMMISSION MERCHANTS

77 Board of Trade

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**GRAIN COMMISSION**

Special attention given consignments of grain and seeds.

Orders in futures carefully executed.

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97 Board of Trade, CHICAGO

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**CONSERVATIVE**
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Our Successful Record Speaks for Itself.  
Our Service COSTS the Same as Others'.  
THE BEST is the CHEAPEST.

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FOR FUTURES

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*General Commission Merchants*

SUCCESSORS TO

*Redmond Cleary Com. Co.*

Established 1854

Incorporated 1887

*Grain, Hay, Mill Feed and Seeds*
*Chamber of Commerce, St. Louis, Mo.*

MEMBERS (Robinson Code.)	Reference
St. Louis Merchants Exchange	German National Bank
Memphis Merchants Exchange	Little Rock
Little Rock Board of Trade	Jefferson Bank
National Hay Association	St. Louis
Grain Dealers Nat'l Association	Southern Trust Co.
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Direct connections with elevators located in  
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### C. A. KING & CO.

The Golden Rule grain and seed firm of Toledo. Try them on futures, grain, seeds and provisions, Toledo and Chicago. They give GOOD SERVICE. Send them your Toledo consignments of seeds and grain if you want TOP PRICES. Accept their bids. Since 1846 they have passed through panics, wars, floods and fires. Ask for their SPECIAL reports. Read Boy Solomon's sermons. Be friendly. Write occasionally.

Frederick W. Rundell James E. Rundell  
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**Grain and Seeds**  
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Consignments Solicited Ask for our Daily Grain Bids  
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**The J. J. Coon Grain Co.**  
GRAIN, SEEDS AND FEED  
61 Produce Exchange  
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CONSIGNMENTS SOLICITED CASH AND FUTURES

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TOLEDO, O.

**Buy and Sell Grain**

**SELL US YOURS**

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

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**J. F. ZAHM & CO.**  
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Handling consignments and filling orders for futures  
OUR SPECIALTY

SEND FOR OUR DAILY CIRCULAR; IT'S FREE

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**TYNG, HALL & CO.**  
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43 AND 45 CHAMBER OF COMMERCE  
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**THE CINCINNATI GRAIN CO.**

Incorporated Capital \$250,000

Receivers and Shippers of

GRAIN, HAY AND FEED

General Offices, Water & Walnut Cincinnati, O. Branches: Covington, Ky. Latonia, Ky.  
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**THE GALE BROS. CO.**

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Have all facilities and every equipment for handling your business

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GRAIN DEALERS

Corn for Feeders. Milling wheat a specialty, both winter and spring. Write for samples and prices. Shipment via C. & N. W. R. R.

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Buffalo, - - - New York

We solicit your consignments for Buffalo market

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**The Bassett Grain Co.**

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Telephones 80 Rooms 33 and 35 Board of Trade

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**W. J. Riley & Co.**

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**Grain, Flour and Feed**

Track bids made on application Let us have your consignments  
We want your trade It will pay you to deal with us

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Grain Receivers and Exporters  
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Members of the Baltimore Chamber of Commerce, Chicago Board of Trade, St. Louis Merchants' Exchange, Grain Dealers' National Association, Indiana Grain Dealers' Association.

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REFERENCES: Manufacturers' National Bank, Philadelphia, Pa. Union National Bank, Westminster, Md.

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Office: Borough of Brooklyn, New York





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ESTABLISHED BY THE



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As the Company is devoted exclusively to the interests of its policyholders, it has, to be in the closest possible touch with the Southwestern grain dealers, established an office at

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Under the charge of J. J. FITZGERALD, Southwestern Mgr.

Hereafter all Southwestern policyholders of the Company and grain dealers wishing to figure on elevator insurance will get quicker replies by addressing the Kansas City office. All policies for assignment, endorsement or cancellation should be mailed to the new office. These conditions apply to all territory west of the Missouri River and south of the Platte River in Nebraska. Other sections will communicate with the Indianapolis, Ind., office.

This is the Company that has won its place in the favor of grain dealers by sheer force of merit. In the matter of fire insurance it supplies what the grain dealer has long wanted, i. e., a reliable policy contract, free of technicalities, complete in its protection and costing only what elevators should pay for insurance.

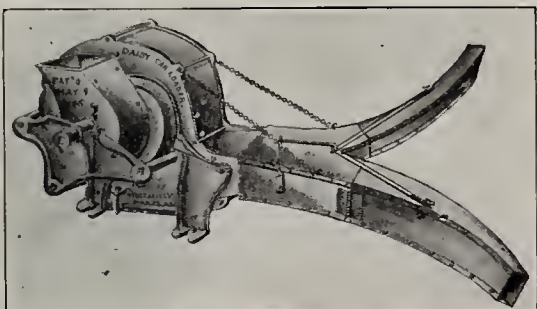
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Room 124, Board of Trade, KANSAS CITY, MO.

## The Daisy Car Loader

Loads all kinds of GRAIN



The grain entering hopper of loader falls on inner surface of a drum, which carries it once around against a deflecting plate, the centrifugal force being sufficient to drive grain through a pair of dividing spouts, loading both ends of the car to the roof. During the process of circulation the grain is being cleaned and polished. Damp and musty outs are separated and cleaned before entering car, which gives you a better grading. Price on No. 1 loader, capacity 20 to 30 bus. per minute, \$40.00; No. 2, capacity 25 to 35 bus. per minute, \$45.00; Larger loaders with more capacity, prices on application.

Mfd. by Welge & Lilly  
Maroa, Ill.

## PROGRESSIVE SHIPPERS

Prevent Losses by Using

## TYDEN CAR SEALS

which cannot be tampered with or duplicated. Protection begins immediately after car is loaded. It is self-locking. Shipper's name and a consecutive number on each seal. Adopted by U. S. Government for inspectors. Used by thousands of shippers. \$3.50 for 1,000. SAMPLES FREE.

INTERNATIONAL SEAL AND LOCK CO.

CHAS. J. WEBB, Gen'l Sales Agent

617 Railway Exchange, CHICAGO



TYDEN SEAL  
NO SEALING IRON  
REQUIRED

## Elwood's Grain Tables

Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price

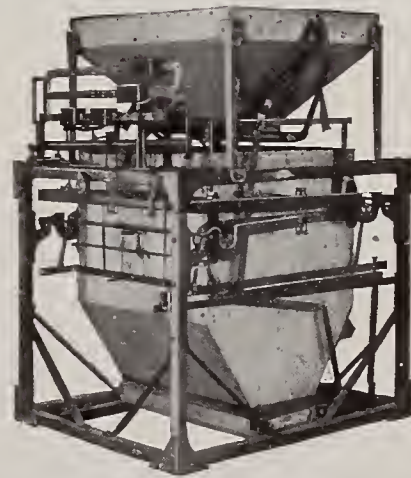
\$1.25

MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

SIMPLICITY

DURABILITY

The Scale that Weighs Accurately



is the scale you are looking for.  
WHY look farther when this is  
guaranteed in the McLeod?  
Write for particulars TODAY.

## McLeod Automatic Scale Co.

Office and Factory, Peru, Ill.

ACCURACY

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## MACDONALD ENGINEERING CO.

ENGINEERS AND CONTRACTORS



**Builders of Grain Elevators  
in Wood, Steel, Concrete or  
Combination Materials.**

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Monadnock Building  
CHICAGO, ILL.

## John S. Metcalf Co.

Builders of

*Terminal Elevators  
Concrete Storage Bins  
Transfer Elevators*

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THE TEMPLE, CHICAGO

## P. H. PELKEY

118 S. Lawrence Avenue - - WICHITA, KAN.

CONTRACTOR FOR

**GRAIN ELEVATORS**

ALSO

Full Stock of Elevator and Mill Supplies and Scales

## Elwood's Grain Tables

Show the value of any number of bushels or pounds of  
**WHEAT, RYE, OATS, CORN or BARLEY**  
at any given price from 10 cents to \$2.00 per bushel.  
One of the most useful books ever offered to millers.  
Indorsed by prominent millers and grain dealers.  
Bound in cloth, 200 pages. Mailed on receipt of price

**\$1.25**

MITCHELL BROS. CO., 315 Dearborn Street, Chicago, Ill.

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Designers and Builders of

**FIREPROOF  
Grain Elevators**



Cut shows H. W. Rogers & Bro.'s Elevator at Harvey, Ill. Operating house burned Sept. 30, 1905. Tile tanks, built by us, with contents were uninjured. This shows the advantages of hollow tile bin construction.

Designs and estimates promptly furnished  
for all kinds of buildings for the handling  
and storage of grain in any locality.

630 Monadnock Building,

Chicago, Ill.



**THE GROWTH OF  
OUR BUSINESS**



Has made new and larger offices  
necessary, and after May 1st we will  
be found at

Rooms 1139-1140

**STOCK EXCHANGE  
BUILDING**

Our force will be increased and  
we shall continue to build mod-  
ern, economically working elevators  
at prices in line with good work.

*Write for Plans and Estimates*



**Burrell Engineering  
& Construction Co.**

263-265 La Salle Street, CHICAGO, ILL.





# James Stewart & Co.

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in all parts of the world.*

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# G. T. HONSTAIN

Successors to HONSTAIN BROS., Contractors and Builders of

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Exchange Elevator built by G. T. Honstain, Minneapolis.  
Fireproof storage capacity 250,000 bushels.  
Working house capacity 150,000 bushels.

518 Corn Exchange Bldg.  
MINNEAPOLIS, MINN.

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Minneapolis, 500,000

City Elevator Co.

Minneapolis, 400,000

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Fireproof Semi-Porous and Glazed Cellular Tile Grain Storage Construction, covered  
by the following patents and which we have exclusive control: Patents Nos  
664323, 664324, 664325, 692544, 713104.



The following is a partial list of owners and capacity of plants which we have built in the last  
four years under these patents:

	Bushels.		Bushels.
Great Eastern Elevator, Minneapolis,	1,000,000	Northwestern Yeast Co., Chicago,	300,000
St. Anthony Elevator Co., "	2,200,000	Canadian Northern Ry. Co., Port	
North Star Maltng Co., "	500,000	Arthur,	2,250,000
Victoria Elevator Co., "	250,000	David Stott Milling Co., Detroit,	200,000
Frisco Ry. Elevator, Kansas City,	700,000	Pabst Brewing Co., Milwaukee,	250,000

We have under construction at the present time the following plants:

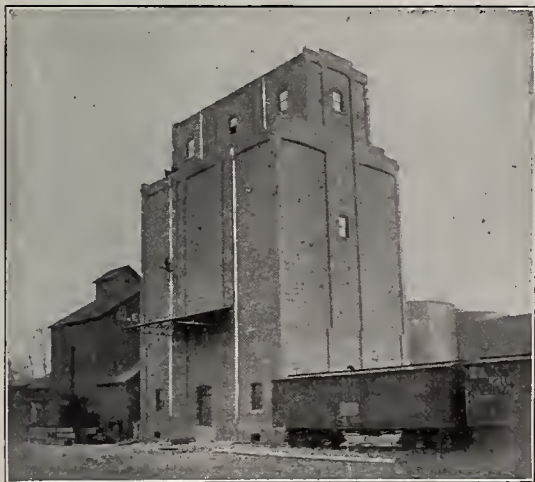
Schlitz Brewing Co., Milwaukee,	550,000	Texas City Imp. Co., Texas City, Tex.,	500,000
Washburn-Crosby Milling Co., Buffalo,	300,000	Millbourne Mills Co., Philadelphia,	200,000

The following are a few of our largest wood-constructed elevators:

Calumet Elevator, Chicago,	1,000,000	Maple Leaf Elevator, Kansas City,	1,000,000
Minnesota Annex, Chicago,	1,000,000	Burlington Elevator, St. Louis,	1,000,000
C., St. P., M. & O. Ry. Co., Itasca,	1,125,000	Grand Trunk Elevator, Portland, Me.,	1,000,000
Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal, Superior,	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & West Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
United States Milling Co., Duluth,	1,000,000	Hoosac Tunnel, Charlestown,	1,000,000
Empire Elevator Co., Minneapolis,	2,500,000	And hundreds of smaller houses.	

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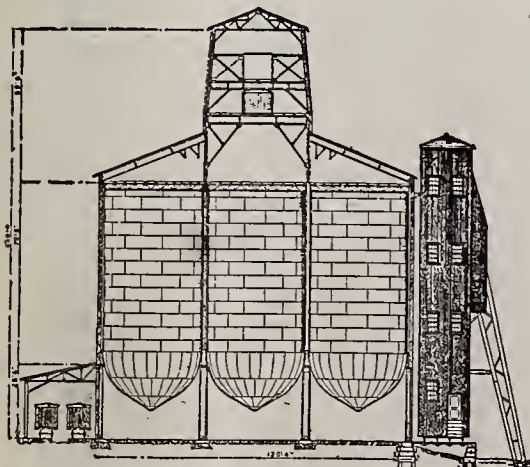
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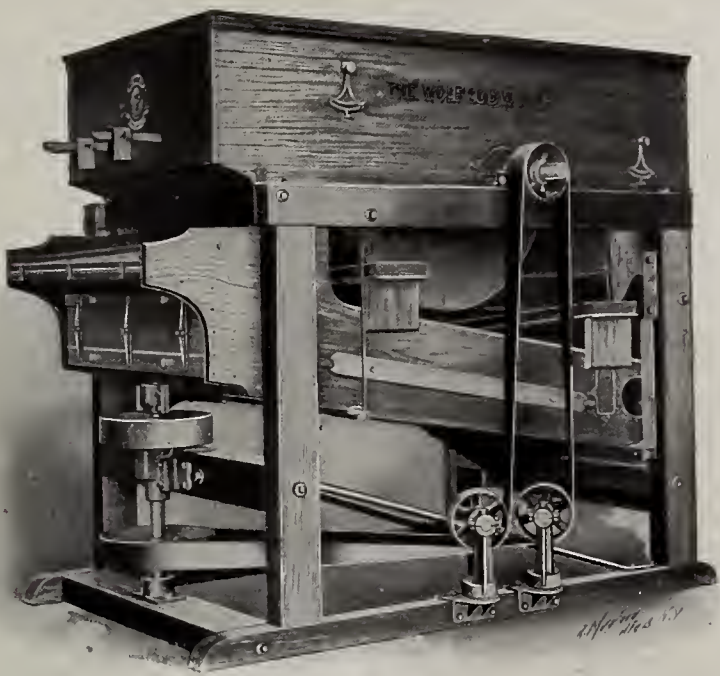
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No machine can do BETTER work, or run MORE SMOOTHLY.

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Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS, on the Mutual Plan.

Five-Year Policies (or short term policies on grain, if required).

Semi-Annual Assessments, costing about one-half Stock Company rates.

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If you want the best of insurance at the lowest cost, write to us.

Insurance in force..... \$10,158,139.43  
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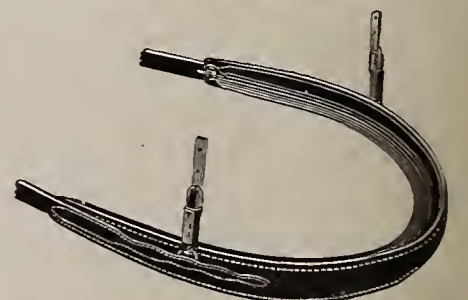
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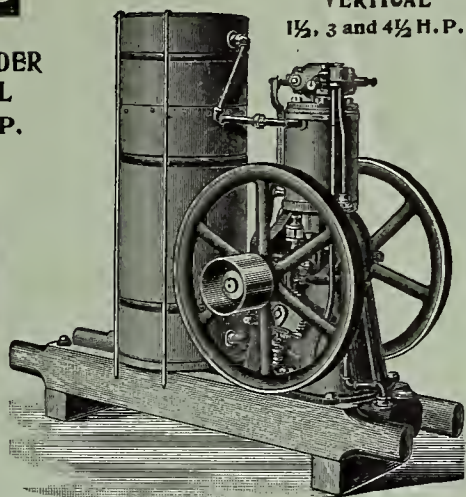


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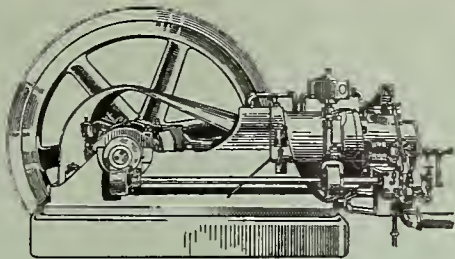
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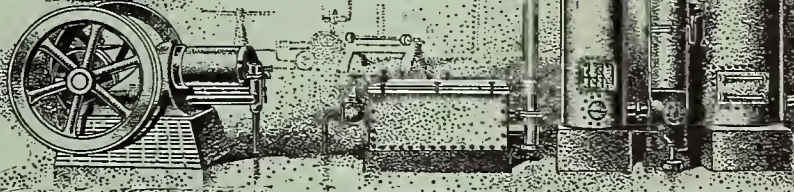
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Engines**



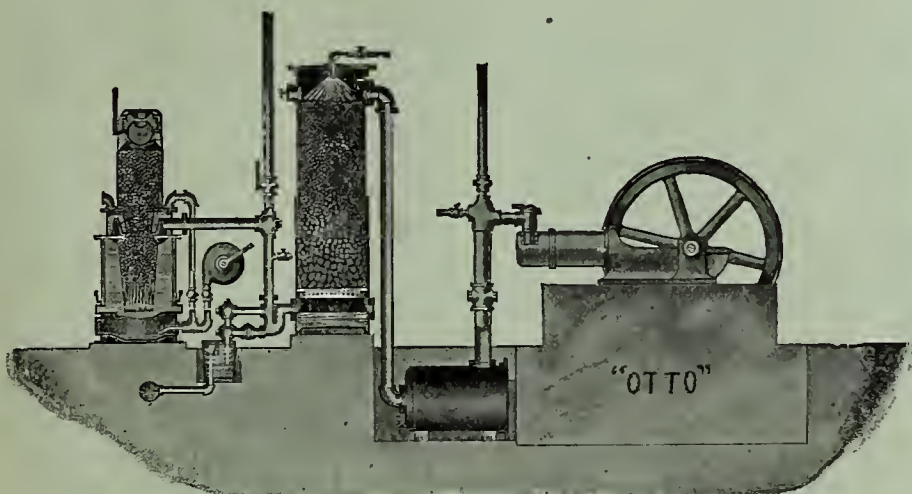
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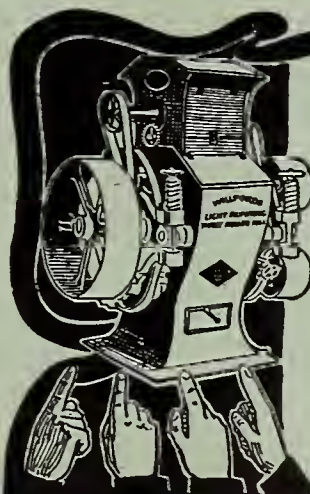
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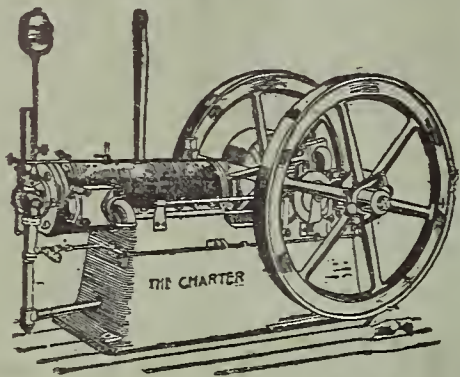
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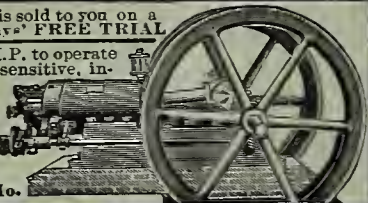
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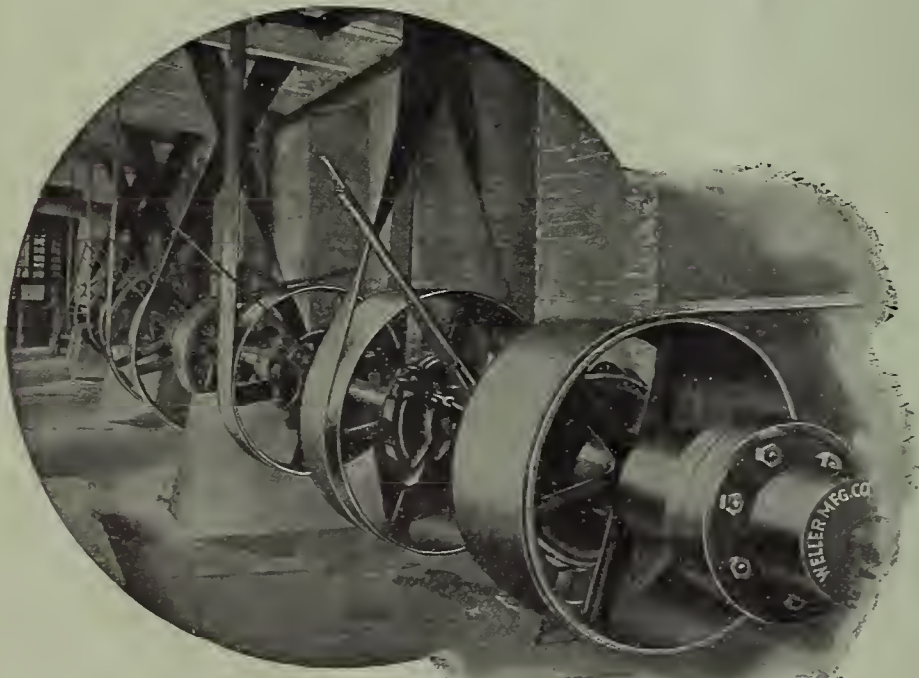
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We manufacture complete and up-to-date equipments and have furnished many of the largest elevators in the country with our specialties. Write for Catalog No. 30.

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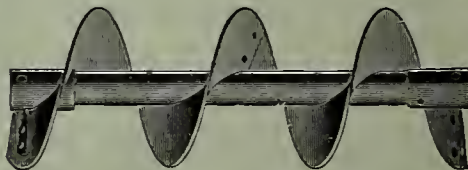
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Can be attached to any standard motor and used with Gear, Rope or Belt Drive. Will positively prevent leg from backing and choking when power is off, and enables motor to start with full load in the leg.

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